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OCTOBER 2015

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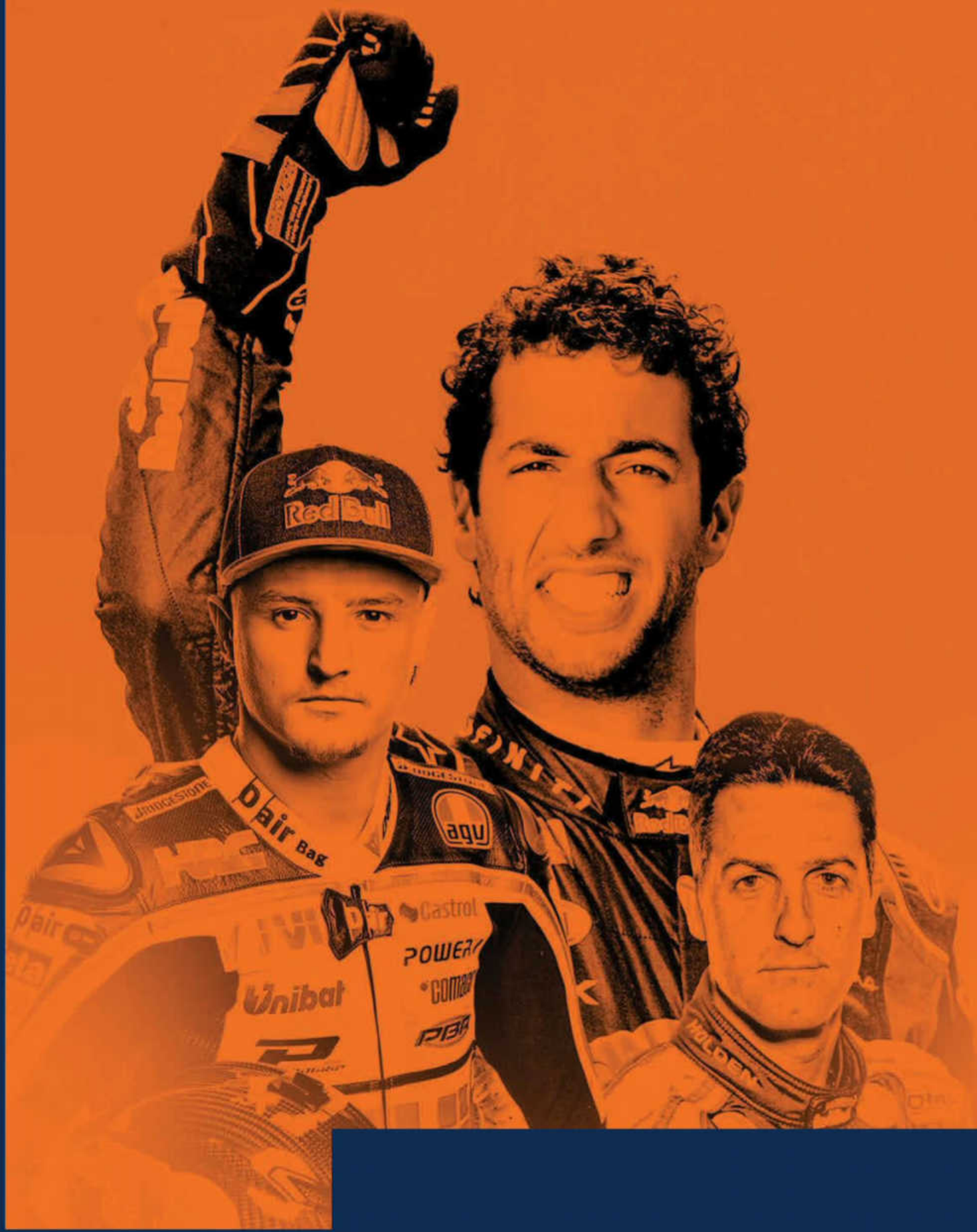

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TELFO

SIMON TELFORD

AS this issue of Street Machine hits deadline, my arse hasn't been in its usual place wedged into an office chair. Instead, it has spent the last couple of days on top of the bench seat in my EJ Holden – much better!

In the company of three other modified Holdens, photographer Thorogood and I cruised out from Melbourne for the inaugural Red CentreNATS in Alice Springs. That first day was a biggie, about 12 hours of driving to Port Augusta. That kind of big drive might be some people's idea of a nightmare, but for me it is like the first beer after a long day working in the sun – sweet relief. No emails, no phone calls, just time to chill out and enjoy. Who needs yoga and meditation when you have an old car running along a long and empty highway?

When we got to Port Augusta, some local street machiners put on a barbecue for us while we admired their cars and chewed the fat. Port Augusta is a familiar stop-over for us, as we stop here when road-tripping to the DLRA Speed Week at Lake Gairdner. But we'd never really twigged that the recently upgraded Whyalla dragstrip is only 40 minutes or so down the road. Throw in some pretty nice driving roads in the district and you have a pretty neat place to enjoy the modified car lifestyle.

Day two involved a much shorter cruise to Coober Pedy. The roads are pretty good and there are enough fuel stops to be comfortable, even with the small fuel tanks Holden supplied from the factory.

As mentioned, we've been cruising with three other Holdens from Victoria, each very different. Ringleader Jason Vandyk and his good mate Nathan Lambert are also in an EJ, but Jason's ute is a lot more mechanically developed than mine. An engineer by trade and an incorrigible tinkerer by inclination, Jason has developed his own Sprintex-based supercharger system for the ute's venerable black motor six.

WHO NEEDS YOGA AND MEDITATION WHEN YOU HAVE AN OLD CAR RUNNING ALONG A LONG AND EMPTY HIGHWAY?

Besides the blower and the Autronic ECU, the vast majority of the ute's driveline is made from off-the-wrecker's-shelf Holden parts including a VK EFI intake manifold, column-shift Trimatic and Borg Warner diff. If the car's high 12-second time slips don't sound exciting enough, consider that the ute not only runs on pump fuel, but is ridiculously streetable and – as evidenced by our road trip – damn reliable, too. Jason is hoping to run some more 12s in Alice Springs and then drive home for a pretty neat proof of concept.

Jeff Brichfield's gorgeous black HQ Monaro is a really neat car. Built at home from a bare shell, it packs a carby-fed, Vortech Blown 253 and is stuffed with mod-cons including power steering and air-con. The car is straight as a die and sits just right over a set of Cragar SS rims. It makes me sigh every time I look at it.

Rounding out the quartet is Peter Traumanis's VT. Apart from a set of Welds it looks pretty stock, but a quick look under the bum reveals a nine-inch diff and a four-link conversion – a pretty serious hint that something is up. Pop the bonnet, though, and you could be excused for not guessing that the VT makes around 600hp at the treads, because a pair of GT30 turbos are tucked down low in the engine bay. And the engine itself, bar a set of decent valve springs, is how it left the factory. The fuel economy of the car is sickening for those of us with old-school rides, and needless to say, it hammers. Shifting through a long-suffering six-speed 'box, the VT is a lot of fun and just as worthy of the street machine tag as the other cars in our group.

At Coober Pedy we caught up with more street machiners heading for Alice including Gary Scicluna, who was towing his stunning giant-killing, budget-built Escort van to the event. He had meant to get to the next town down the highway, but a gremlin in his near-new tow car put paid to that. We offered to flat tow him behind the EJ, but he reckoned he wanted to make it to Red CentreNATS this year. We'll let you know how it all went next issue!

And if you are looking for the datalogging story promised on the cover, technical difficulties have delayed it 'til next issue..

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Street MACHINE

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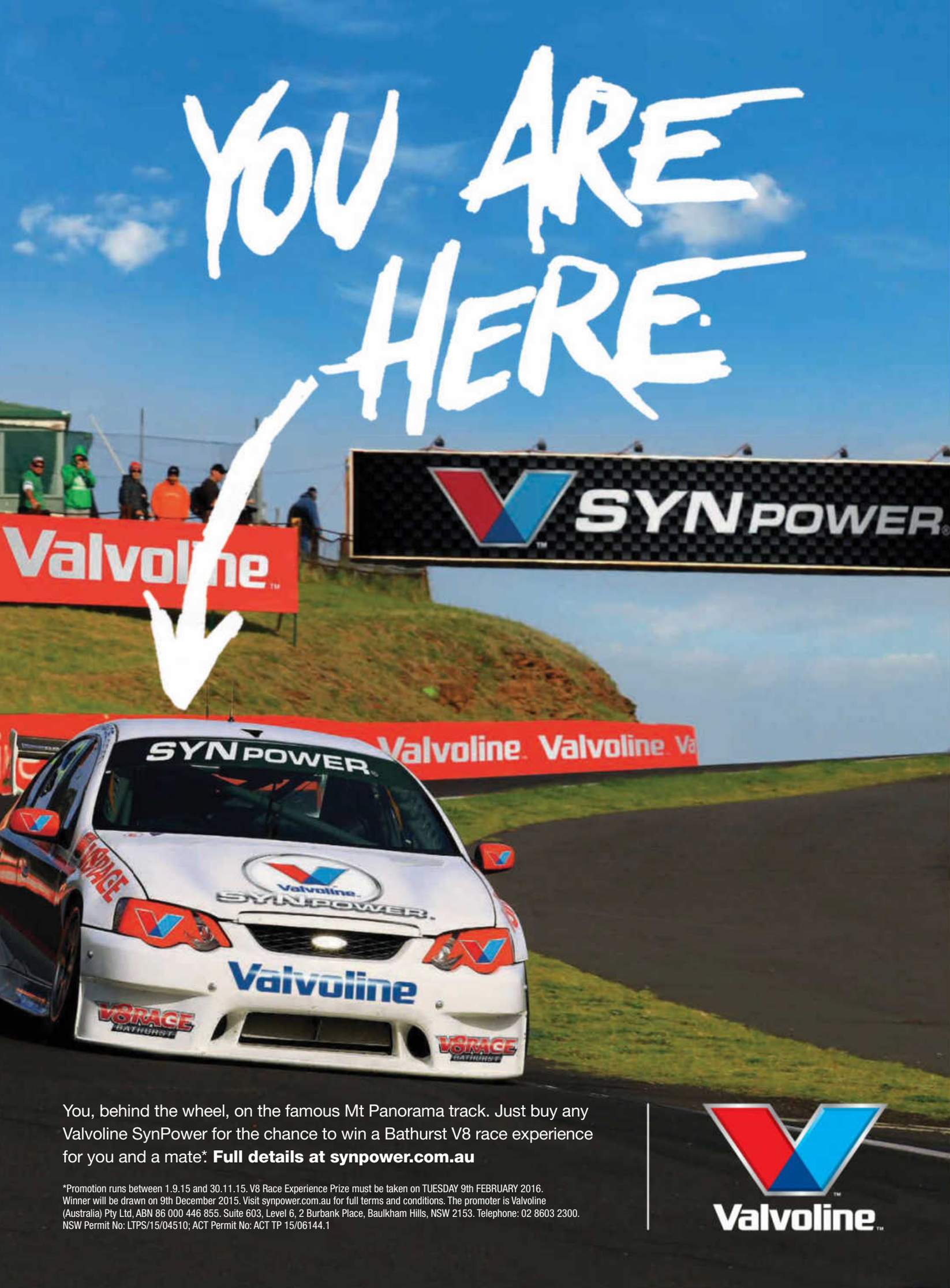

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STORY SCOTT TAYLOR

DRAG CHALLENGE 2015 IS GO!

> THIS YEAR'S *STREET MACHINE* DRAG CHALLENGE CLICKS INTO HIGH GEAR

THAT'S right: The *Street Machine* Drag Challenge – Australia's own version of the US phenomenon *Hot Rod* Drag Week – is on again. Following the success of last year's event, we've decided to go large: This time it'll be five tracks in five days and 1500km.

We've also chosen to keep it all within Victoria for this year's event, starting and finishing at Calder Park. This will give racers somewhere secure to leave their tow rigs while they're out cruising and racing.

Last year we deliberately kept Drag Challenge small and only invited a select bunch of racers to participate, but this time around we asked you guys to nominate yourselves so we knew who to send entry forms to. We had over 130 expressions of interest, and now that we've opened the entries we've got folks coming from almost every state and territory in Australia. It's going to be huge!

On the accommodation side of things, we've done a deal with our friends at TURU, Australia's leading tourist park booking website. With up to 100 of the nation's toughest streeters living off the land, we will probably have enough cars and people to fill several hotels and tourist parks along our route. Some of the parks will even be putting on a barbecue dinner or pancake breakfast.

Wanna come along and watch the action? Each track will be open to spectators during Drag Challenge (fees will apply). There's going to be some seriously quick rides in the mix, so it'll be worth coming out for a look.

For more Drag Challenge information keep an eye on streetmachine.com.au and our Facebook page.

1. Drag Challenge isn't just about the racing; there's a large social component to the trip too. Eat, race, sleep, repeat – for five days

2. Harry Haig has made some massive gains in the past 12 months, with his turbo big-block Quey running 8.22@173mph

3. Terry Seng will be the one to watch. His VC Commodore has a reputation for big drives and low ETs. Can he take the number one spot this year?

4. Tristan Triccas will be back to defend his Radial Aspirated crown. The 427ci Capri towed a trailer for over 2000km last year and ran 9.61 without boost or giggle gas. That's tough!

5. The new DYO class will be perfect for racers like John Kerr and his Mercury Comet. Consistency will be the key

6. WAR440 won't make it this year but Arby is throwing something together that should raise a few eyebrows. Flick to page 138 to check it out

DC2014: Our first Drag Challenge had just 18 entrants and the times varied from 8.3 to 13.1 seconds. This year is guaranteed to be bigger

Street MACHINE DRAG CHALLENGE 2015

Quentin Feast won Drag Challenge last year with an 8.73-second average, but he's been tweaking the twin-turbo Torana and has recently gone 8.34@165mph

1

2

3

4

5

6

WHEN AND WHERE

DAY ONE: FRIDAY 23 OCTOBER
Calder Park Raceway, Melbourne
DAY TWO: SATURDAY 24 OCTOBER
South Coast Raceway, Portland
DAY THREE: SUNDAY 25 OCTOBER
Sunset Strip, Mildura
DAY FOUR: MONDAY 26 OCTOBER
Heathcote Park Raceway, Heathcote
DAY FIVE: TUESDAY 27 OCTOBER
Calder Park Raceway, Melbourne

ACCOMODATION VIA TURU.COM.AU

FRIDAY 23 OCTOBER: HAMILTON, VIC
Lake Hamilton Motor Village & Caravan Park
SATURDAY 24 OCTOBER: HORSHAM, VIC
Wimmera Lakes Caravan Resort
SUNDAY 25 OCTOBER: MILDURA, VIC
Big 4 Mildura Deakin Holiday Park
MONDAY 26 OCTOBER: BENDIGO, VIC
Bendigo Park Lane Holiday Park
TUESDAY 27 OCTOBER: BRAYBROOK, VIC
Ashley Garden Holiday Village

THE CLASSES

OUTLAW BLOWN
For vehicles that run a radial tyre wider than 275, or slicks of any size, or all-wheel drive, with superchargers, nitrous or turbos, or any combination thereof.

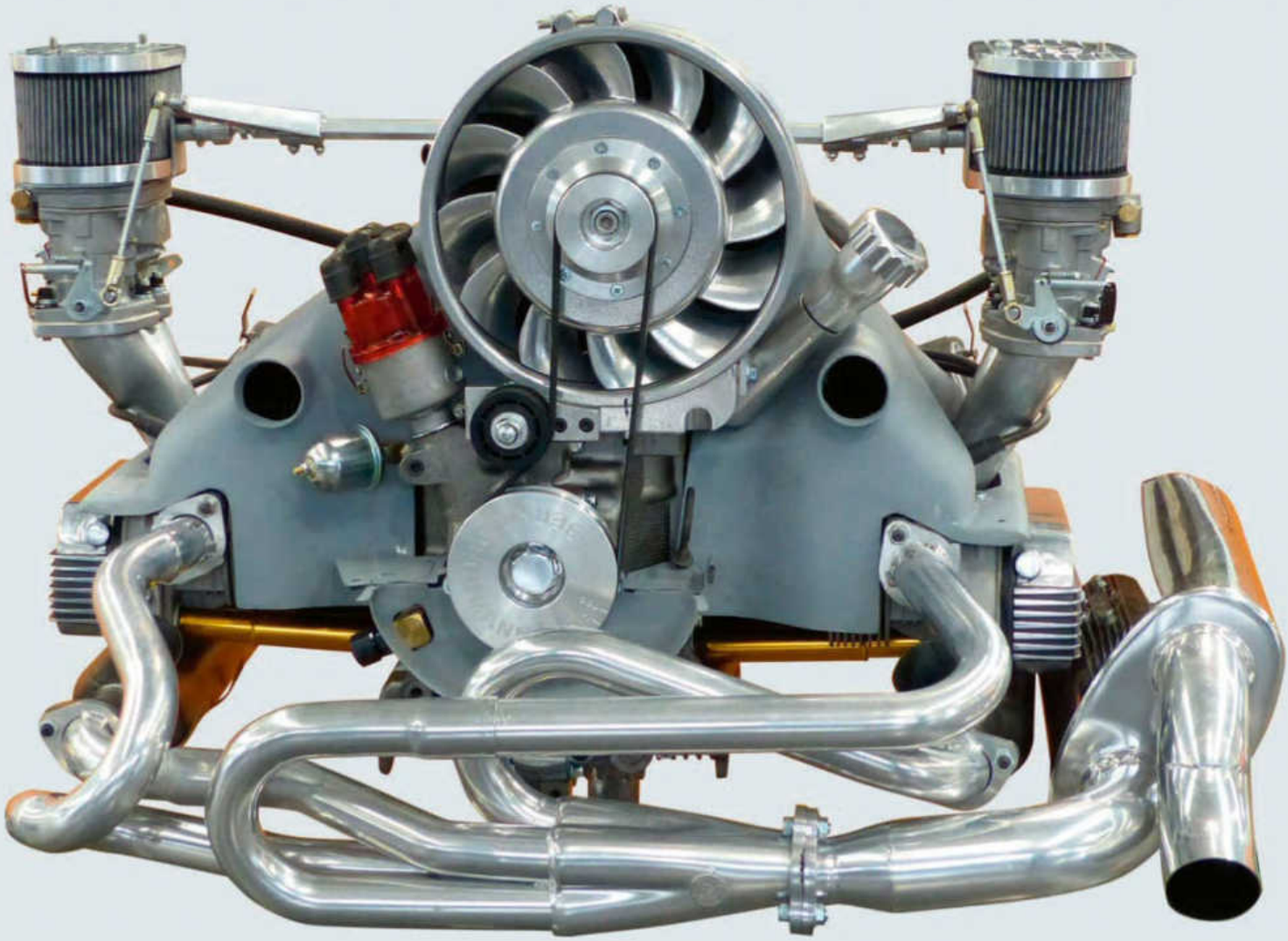
OUTLAW ASPIRATED
For vehicles that run a radial tyre wider than 275, or slicks of any size, or all-wheel drive, with no forced induction at all.

RADIAL BLOWN
For vehicles that run a radial tyre 275 or narrower running superchargers, nitrous or turbos, or any combination thereof.

RADIAL ASPIRATED
For vehicles that run a radial tyre 275 or narrower with no forced induction at all.

DYO
The DYO (Dial Your Own) class is for entrants who don't wish to compete in the 'tyre classes', and because we will be competing at both eighth-mile and quarter-mile tracks we will have to adjust some times to suit. All eighth-mile times will be multiplied by 1.555 to create a quarter-mile time.

STORY AIDEN TAYLOR



KICKSTART MY HEART

> THE SIDCHROME KOMBI WON'T JUST LOOK GOOD – IT'LL GET UP AND BOOGIE, TOO!

THE awesome Sidchrome Kombi van project is trundling along nicely. As we mentioned previously (*SM*, Jul '15), the Vee-Dub is being put together by the folks at Chisholm Institute of TAFE in Dandenong, Victoria, and the plan is to take this old ex-camper and turn it into a sleek and slammed head-turner.

Right now the body is with the TAFE kids and is almost ready for paint. When the Kombi rolled through the gates it had massive rust damage in the floor and front end and plenty of dings from a hard life on the road, but now she is clean and rust-free.

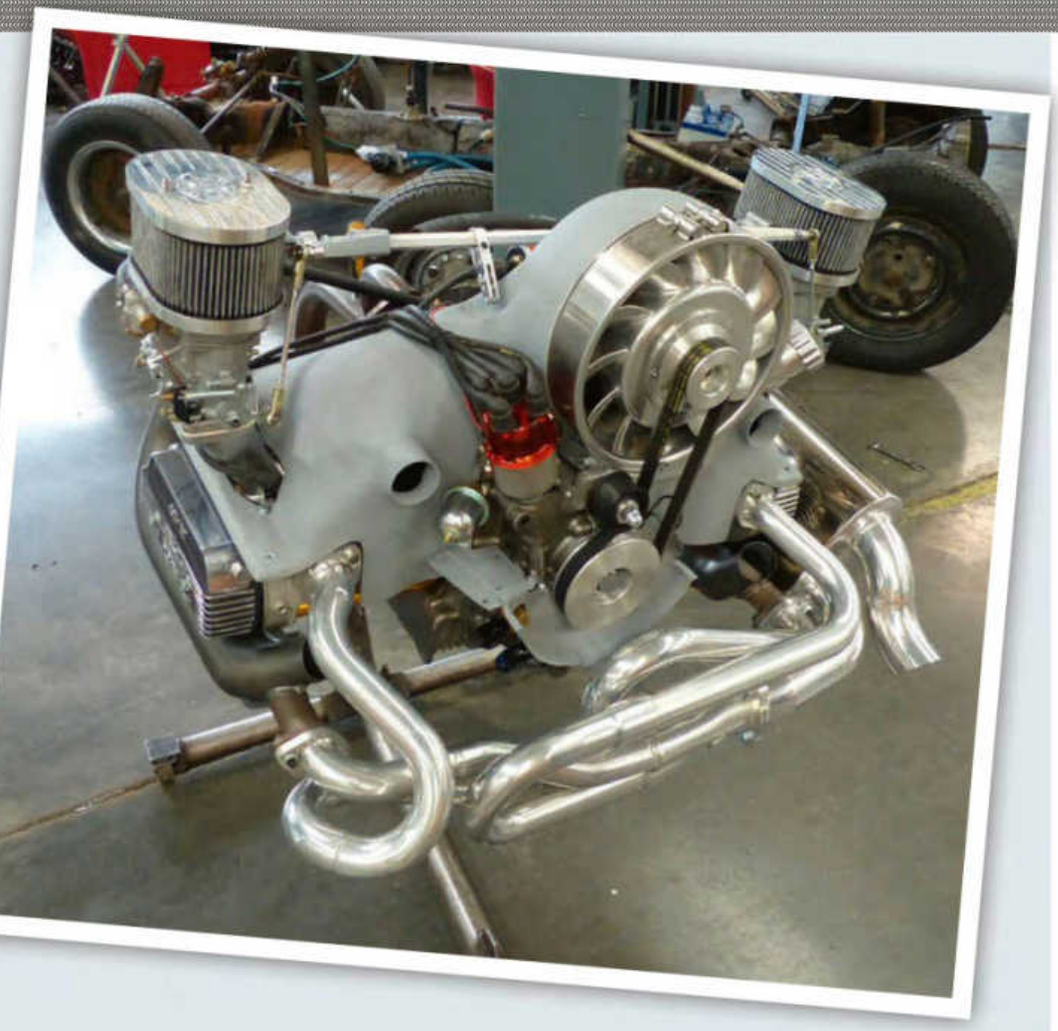
Since we last checked in, the van's motor has also been built. The original 1600cc donk was pretty knackered, so it was handed over to the dudes at Australian VW Performance Centre, who've done a complete rebuild to ensure it is reliable and quick enough to deal with modern traffic. Master mechanics Daniel and Michael Reinhardt did a crack test on the case, prepped it and carried out a complete recondition. She's got a new Scat cam, crank, conrods, pistons, barrels and ported cylinder heads, displacing a healthy 2180cc, and runs a pair of Empi 44mm Weber-style carbies and a Pertronix ignition. She's pretty, too, thanks to a bunch of cool Empi dress-up bits and a big Porsche fan.

This air-cooled motor is set to sing in the Sidchrome Kombi. It's no strip monster, but it's not going to be the dawdling nuisance it was with the standard 40rwhp. Set up in an old Beetle chassis and strapped to the dyno, the atmo flat-four pumped out 140rwhp – more than enough to get out of its own way.

The next stage of the build is to finish prepping the body and get a coat of paint on the thing, then install the running gear. After that she'll be ready for an interior make-over and finishing touches like a banging stereo and full glass moon roof. Trust us when we say this Kombi is going to be killer!

And it's yours to win – check out winwithsidchrome.com.au for more details.

Plus, we've got a cool video series tracking the progress of the Sidchrome Kombi build on streetmachine.com.au, so check it out!



ABOVE: The Kombi's air-cooled flat-four now displaces 2180cc, with a hot cam, ported heads, electronic ignition, slinky A1 pipes and twin 44mm Empi carbies, lifting power to a healthy 140rwhp on AWVP's rolling road. The big Porsche fan costs the motor a few horsepower, but it helps the venerable flat-four look – and stay – cool

BELOW: Next step for the Sidchrome Kombi is to fit up the mechanicals, then the smooth body will be treated to its new paint job and glass moon roof. The van probably won't be quite as low to the ground as it is in the concept artwork, but hey, if you win it, you can get it down as low as your engineer will agree to go!

> HOT GOSSIP

LAURIE MEMORIAL

YOU couldn't have asked for a better day to honour the memory of legendary automotive fabricator, judge and inspiration to many, Laurie Starling. A year on from Laurie's tragic passing, his club, Negative Camber, teamed up with Zero Altitude to host the second memorial event, with 137 street machines, hot rods, mini-trucks and bikes fronting up at Penrith Paceway.

Co-organiser Brett Williams was stoked with the turnout: "We were very happy with the new venue, as well as the outstanding quality and different genres of cars on display," he said.

Money raised from the entry fees and auction went towards the Laurie Award; a scholarship designed to reward young engineers and encourage them to continue Laurie's legacy of excellence in car-crafting.

HARROP HOWLS AGAIN

AUSSIE motorsport and engineering legend Ron Harrop has bought back the FJ Holden that made his name. Ron ventured north with his mate and fellow humpy enthusiast Dave Ryan (of Rare Spares fame) to bring the car back to Melbourne after many years spent residing in NSW. And the FJ isn't going to be a shed ornament – Ron has plans to get it up and running down the quarter soon.

NEXT!

NOVEMBER already? Where has 2015 gone? Still lots of stuff to do before the year is out, though. We'll have coverage from Red Centre Nats, *Street Machine* Supernats and – if we have room – the action from Chopped Rod & Custom. Plus a couple of the star cars from Meguiar's MotorEx and the usual delicious helping of feature cars and tech. On sale 15 October.

STORY STEVE TITCUMB PHOTOS BRIGHT DESIGN

01

ACT NATURALLY

> THE FIRST-EVER ASPONATS PROVED YOU DON'T HAVE TO BE BLOWN TO BE KNOWN

A SUNNY winter's day at the Bairnsdale Dragway gave the perfect backdrop to the inaugural Powerhouse Engines AspoNats on Saturday 22 August. Some of Australia's toughest aspirated burnout cars and some well-known blown beasts (minus blowers, of course) battled it out for a share of the $15K prize pool. It was a great opportunity for some of the real torch-bearers for natural aspiration to shine.

The relaxed event even saw Senator Ricky Muir drop in for a spin on the pad in his Falcon, in one of the non-burnout driving events.

Tim Brown in CEMBLO ended up taking the win in his Haddad 440ci LS-powered VK Commodore, with a great display of driver control and the biggest smoke-out of the pad for the whole event. South Australian Brett Gray came in second with his insanely high-revving LS-powered Brougham, BROLS1. Jason Earl, who had made the long haul down from Queensland, took home third place in the burnouts, as well as first place in the Dash 4 Cash event, having wrung the neck of 383AXE all day long. More coverage on streetmachine.com.au.

02

03

1: Ross Heasley pulled the blower off MRBADQ for AspoNats, and had a ball. "I'm surprised how well it's going without the blower, pretty impressed actually," he enthused. Ross was on his way to a Top 10 finish, but running on a bare rim for too long at the end of his skid cost him points

2: Andrew Lynch put on a big show. With permission from event management, he started his burnout further back up the entry area to get more tip-in speed. "I know it usually costs me points as there is almost always a break in the smoke after the first tip-in, but I'm not out to win, just here to have fun," he said

3: After a top-class effort in qualifying, Craig Johnson's LS-powered panel van DEFCTV suffered a transmission failure that left him with a 'box full of neutrals, cutting his second run short and leaving him stranded on the pad

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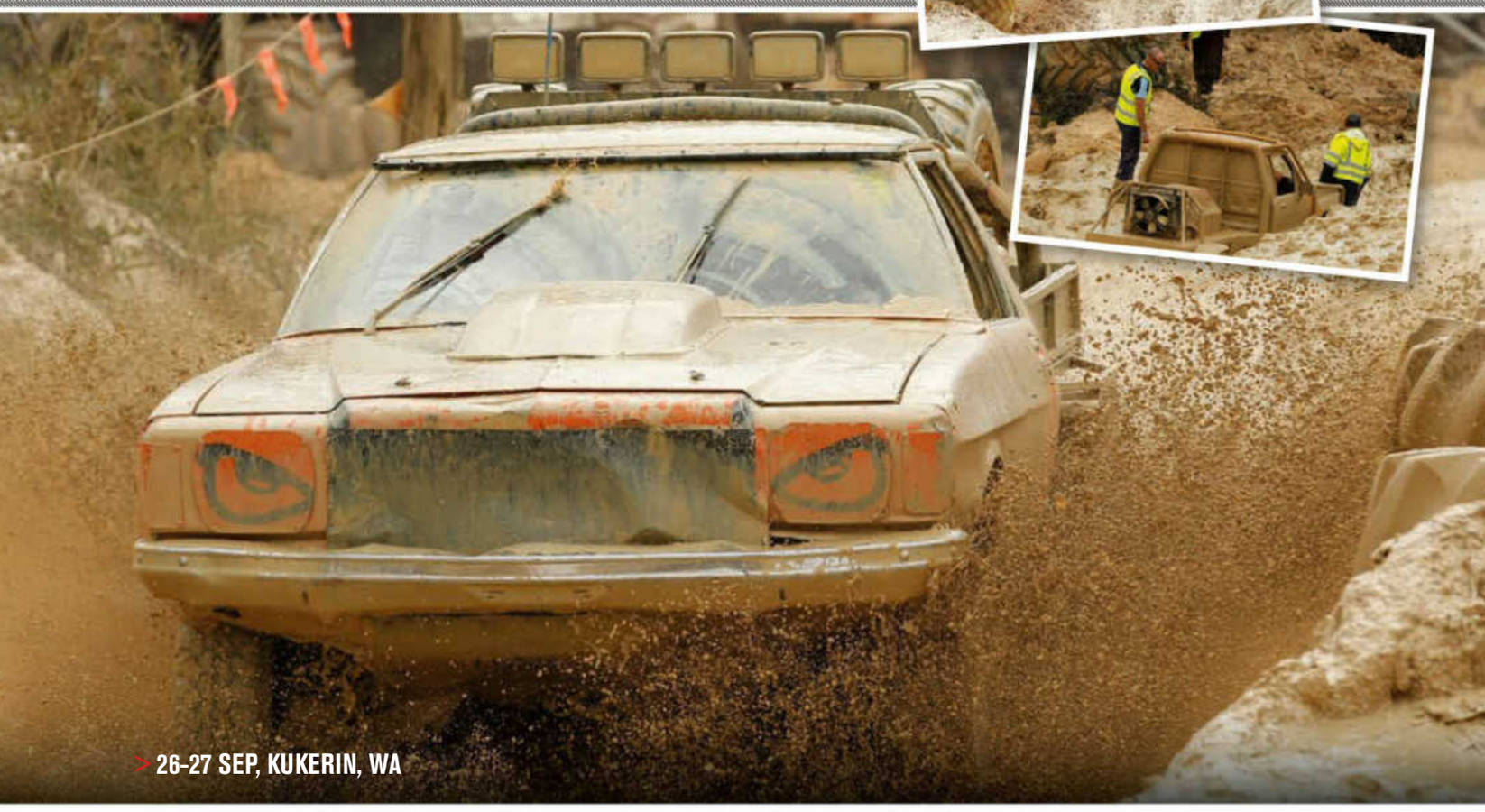

> 26-27 SEP, KUKERIN, WA

19-20 SEP, EASTERN CREEK, NSW
Supernats 2015, Sydney Dragway. Contact Ahmet 0417 458 327, visit www.supernats.com.au.

20 SEP, SOUTH MAITLAND, NSW
Toranafest, Maitland Showground. Contact Josh 0432 333 729, visit www.toranafest.com.au.

26 SEP, IPSWICH, QLD
Cool Cruisers Spring Classic Show & Cruise, Top of Brisbane Street. Contact Phil 0418 155 246.

26-27 SEP, KUKERIN, WA
Kukerin Creek Bed & Burnout Champs, Kukerin Camp Grounds. Contact Nick 0447 604 190, visit www.kukerincreekbedandburnoutcomp.com.

27 SEP, BERRIMA, NSW
Southern Highlands Spring Auto Fair, Berrima Public School. Contact Phil 0438 402 797.

27 SEP, CASULA, NSW
Motortainment Charity Car Show, Crossheads Homemaker Centre. Visit motortainment.com.au.

27 SEP, ECHUCA, VIC
11th Chevrolet Convention Show 'n' Shine, Echuca Aquatic Reserve. Contact Greg 0408 454 082 or Tony 0419 506 200.

27 SEP, NARROMINE, NSW
Narromine Car Club Charity Show 'n' Shine, Narromine Aerodrome. Contact Ross 0419 639 497.

27 SEP, WALLAN, VIC
Wallan Swap Meet & Classic Car Show, Wallan Recreation Reserve. Contact David 0438 000 439.

02-04 OCT, NEWSTEAD, VIC
Chopped 2015, Newstead Racecourse. Visit www.chopped.com.au.

02-05 OCT, TAMBORINE MOUNTAIN, QLD
Garter Belts & Gasoline, Tamborine Mountain. Contact Paul 0428 887 522, visit www.garterbeltsandgasoline.com.au.

02-05 OCT, ALBURY, NSW
Majestic Vanners Van-In 2015, Hovell Tree Park. Contact Rusty 0419 232 591, visit www.majesticvanners.com.

03 OCT, BATEMANS BAY, NSW
Bay & Beaches Show 'n' Shine, Batemans Bay. Visit www.batemansbayrodclub.com.

03 OCT, OLD BAR, NSW
Old Bar Beach Festival Classic Specialty Car Show 'n' Shine, Sporting Field Grounds. Visit www.oldbarbeachfestival.com.au.

03 OCT, PROSPECT, NSW
Motortainment Car Show Festival, Prospect Homebase, 19 Stoddart Rd. Contact 0424 840 375, visit www.motortainment.com.au.

03-04 OCT, COLLINSVILLE, QLD
Ollie's Autofest Car & Bike Show, Collinsville Bowling Club. Contact 0408 194 776.

04 OCT, COFFS HARBOUR, NSW
Coffs Harbour Shannons Show 'n' Shine, Geoff King Motors Oval. Contact Stewart 0407 706 299.

04 OCT, LONGFORD, TAS
2015 Rock & Rodz, Longford Showgrounds. Contact Dave 0407 972 752.

04 OCT, MURTOA, VIC
Murtoa's Big Weekend Show 'n' Shine, Rabl Park, Lake Street. Contact (03) 5385 2351.

04 OCT, NOOSA HEADS, QLD
Noosa Beach Classic Car Show, Lions Park, Noosa Parade. Contact 0407 009 464.

10 OCT, LAWNTON, QLD
Sims Rock 'n' Roll Show 'n' Shine, Pine Rivers Showgrounds. Contact Simon 0449 291 000.

10-11 OCT, DIMBOOLA, VIC
Dimboola Swap Meet & Show 'n' Shine, Dimboola Showgrounds. Contact 0477 069 202.

11 OCT, INNISFAIL, QLD
Innisfail Car Show, IBS Innisfail, 31 Palmerston Drive. Contact Emma (07) 4061 3442.

11 OCT, SANDSTONE POINT, QLD
Wheels by the Water Classic Car Show, Sandstone Point Hotel. Contact (07) 3475 3001.

11 OCT, THORNBURY, VIC
Northern Gal Car Show, Furlan Club, 1 Matisi Street. See Northern Gal on Facebook.

16-18 OCT, BARMERA, SA
2015 Big River Campout, Barmera & Surrounds. Contact Graham 0419 807 837.

17 OCT, BLACKTOWN, NSW
Idlewild Hot Rod and Custom Car Show, Blacktown Inn. Contact Chris 0403 253 811.

17 OCT, NEWCASTLE, NSW
Lost in the 50s Open Day, Cameron Park. Contact Glen (02) 4955 2445.

18 OCT, BACCHUS MARSH, VIC
Marsh Rodders Annual Show 'n' Shine, Maddingley Park. Contact Colin 0409 231 687.

18 OCT, BALLARAT, VIC
Ballarat All GM Day, Ballarat Turf Club, Dowling Forest. Contact Scott 0419 106 264.

18 OCT, CAMDEN, NSW
Camden Car Show, Camden Showground. Contact John 0418 238 919.

18 OCT, CASINO, NSW
Carline Auto Spectacular, Albert Park Rugby Union Grounds. Contact Paul 0448 324 647.

18 OCT, JACOBS WELL, QLD
Harrigans Rod & Custom Show, Harrigans Drift Inn, Calypso Bay. Contact Peter 0418 190 103.

18 OCT, ROUSE HILL, NSW
NSW Corvettes Unlimited Show 'n' Shine, Australian Hotel & Brewery. Contact Gary 0409 098 699.

18 OCT, TATURA, VIC
Tatura Show 'n' Shine, Tatura Racecourse. Contact Janine 0456 157 083.

18 OCT, WANNEROO, WA
Wanneroo Scouts Car Festival, Lake Joondalup Park. Contact 0400 041 127.

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SHARE THE PASSION

"I'm happy with how the car runs now; low 11s is quick enough for an old hoon like me"

BILL WAKELING

> BALLARAT, VIC

WE MET 74-year-old Bill Wakeling at the final running of the Ballarat drags. His VX SS Commodore caught our attention when we saw Bill launching the thing with a clutch dump from massive revs and running low 11s!

Sweet Commodore! What's under the bonnet?
I found it at a local dealer as a bone-stock SS. I then added a 383 stroker and took it drag racing! It's making 615hp at 7800rpm, which is a lot of revs for these motors. The compression is pretty high too, around 13:1. It's a six-speed manual; an auto would have been quicker but that's what we ended up with. It's got a full button clutch now. We had a carbonfibre one in there but it was stuffed after the abuse of a few hard 7000rpm launches. Apart from the drag slicks everything else is stock!

Did you wield the spanners yourself?
I used to own Wakeling Automotive Centre in Ballarat until I retired a few years ago, so I've been working on cars all my life. I stroked the engine and did the transmission work myself. My son has his own workshop now too, so I'm always in there helping him out whenever I can and I drive trucks for a friend whenever I get bored. I built a few of my own drag cars back in the day. I used to have a Chrysler Galant back in the 90s with a 400-cube Chev and a nine-inch that ran 9.90. After that was a VP Senator with a 454 and a nine-inch.

Holden man?
Absolutely! Always Holden. I've got the VX drag car, a WM Caprice, a VY ute with a tray and the old Mazda work ute that I put an LS1 in.

Where do you race now that Ballarat is closed?
I've been going down to Heathcote. It's a bit further but I've got a few mates who I crew for when they race, and then they help me out when I'm running my car.

Love the OLDHOON plates, what's the story?
They were a birthday present from a few years ago. They aren't real registration plates so I didn't know what to do with them until I got this Commodore and set it up as a drag car. They're a bit of fun and make the car stand out and get people talking.

Any more plans for the car?
Well, when I changed the clutch I did think about switching to an auto transmission, but I'm happy with how the car runs now and I don't really want to have to go through all the hoops and politics of running a 10-second car. It's plenty quick enough for an old hoon like me! And things start getting very expensive once you start doing those numbers. Drag racing isn't a cheap sport, but boy is it fun!

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- Chevrolet 5.3-litre Suburban.
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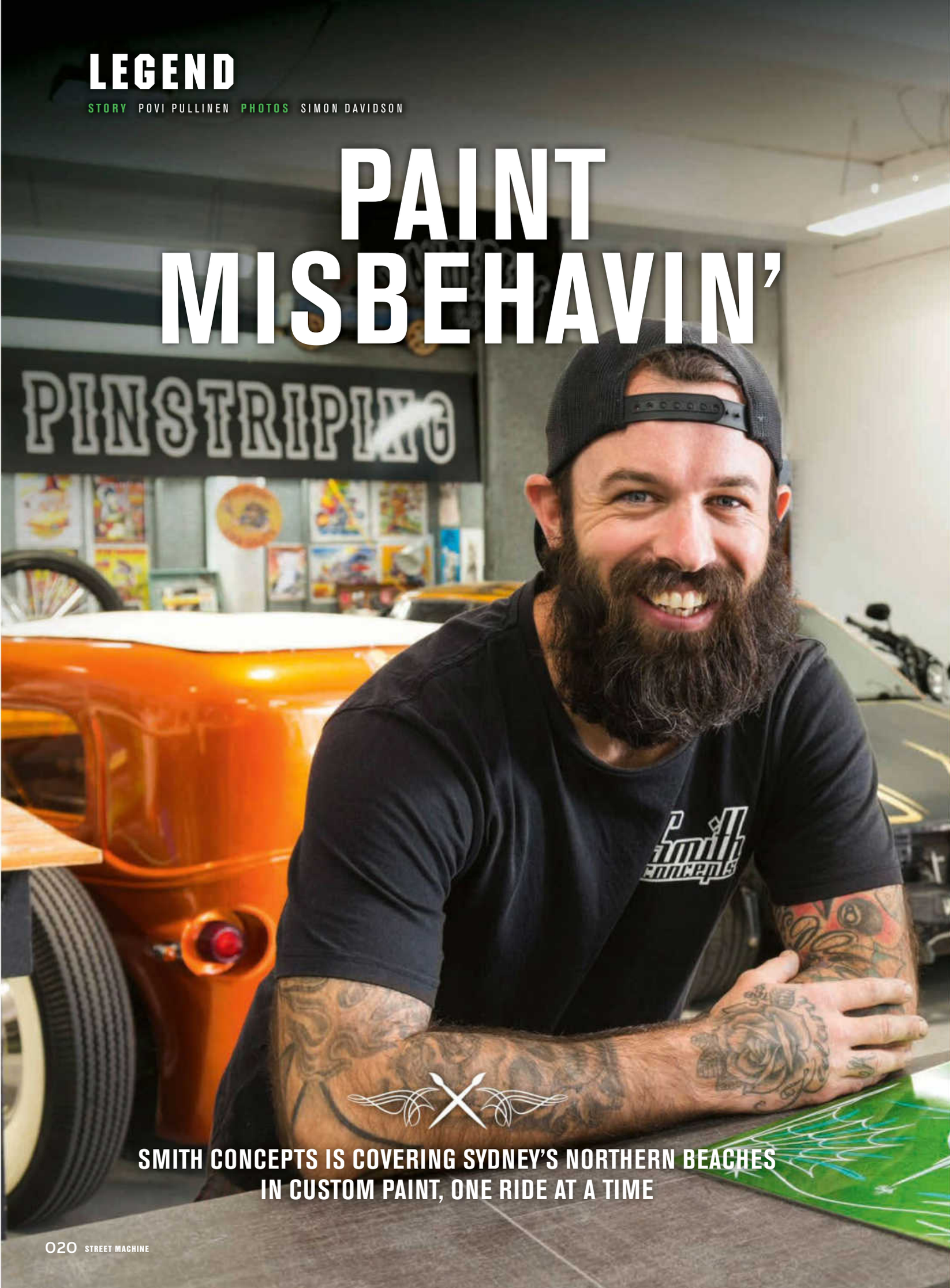

SMITH CONCEPTS IS COVERING SYDNEY'S NORTHERN BEACHES IN CUSTOM PAINT, ONE RIDE AT A TIME

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YOU'LL find Smith Concepts nestled in a warehouse in Brookvale's industrial area, on Sydney's Northern Beaches. Inside, cranking some good tunes, is Kyle Smith – proud owner, hard worker and champion of 'custom cool'. Kyle's been pushing his custom painting and pinstriping skills for more than six years now. He's just moved from his first, more humble workshop and is now carving a name for himself, applying his skills to cars, bikes, helmets and everything in between.

How did all this start?

I was right into drawing and graffiti in high school, and I left at the end of Year Nine to pursue arts at TAFE. I did two and a half years of fine arts and graphic design courses, and ended up landing a job doing automotive window tinting, which I now have 16 years' experience in.

I started Smith Concepts about six and a half years ago. We still do window-tinting and modern signage applications like vinyl wrapping, but I focus a lot more on custom paint, old-school signage and pinstriping.

What made you get into that?

It started with taking trips out to Rat Day at Taren Point as a young fella. I used to go to a lot of rod shows when I was younger, before I started doing my own paint work, and I was influenced by the classic pinstriping and paintjobs on all the custom cars, and it grew from there. The traditional stuff is really where I'm taking my business to now. The tinting and wrapping helps to pay the bills, but the airbrushing, candy paint jobs, pinstriping and gold-leaf work is much more enjoyable.

It's looking like your enthusiasm is paying off.

It's grown a lot more in the past 6-12 months, which led me to move to this bigger workshop that includes a full-size spray booth, PPG paint system and a lot more. We can now do all elements of custom-painting bikes and cars in-house.

It's great that I've been able to expand, especially this last year. I guess the name has gotten out there more, and I've been lucky enough to have some stand-out work come my way. Three bikes I've painted have ended up on magazine covers in the past six months alone. It's really made me step up my focus on the custom painting side, and there's more inquiries coming through the door now.

Your shop looks great – did you put a lot of effort into making it how you want?

I didn't want it to be too cluttered, but this is my life and I spend a lot of my time in the shop. I think the best way to get your ideas constantly flowing is to have cool art around you everywhere, and if you're ever lost for inspiration you can look up and find different colours or lines or combinations of things that work for your brain.

I don't think I could ever do what I do in a boring, white-walled workspace – you need inspiration everywhere. I take a large amount of inspiration from music too, so I've always got a good CD playing in the shop.

THE BEST WAY TO GET YOUR IDEAS CONSTANTLY FLOWING IS TO HAVE COOL ART AROUND YOU EVERYWHERE

01: Kyle owned this '65 AP6 Wayfarer ute for many years, building it up from a streeter into a tough gasser, running an angry 336 stroker, Torqueflite 'box and 10-spoke spindle wheels

02: "My bike runs a custom frame with a Harley Evo 2000 engine. It's going to look cool, built in a Roland Sands-style – low with billet wheels and an old-school paint scheme"

03: Kyle's 1954 Plymouth Belvedere still runs standard gear, including the flathead straight-six and two-speed auto. It's 'bagged and the rear bumper can hit the floor. Kyle painted it in a cola candy flake over the black base, adding a two-tone satin flame job and a custom roof piece

What other artists inspire you?

One of the reasons I got into a lot of this stuff was because I loved the style of Mat Egan and what he was all about. I'd love to form a career in a similar way, but make it my own journey.

Of course the American guys go without saying – there are so many awesome pinstripers and custom artists in the lowriding and kustom scenes it's almost never-ending!

Lately I've been getting into a lot of the work coming out of Japan too, it's next-level. The stuff they're doing with candy paints is just crazy. The craftsmanship is amazing and everything they do is down to the last nut and bolt – it's perfection. I think it reflects their culture. I'm heading over to Mooneyes Yokohama at the end of the year and I can't wait.

You've painted lids for quite some time now; how did you get into that?

I just love the roundness of helmets and how in different light and at different angles you can make so many elements pop on them.

I've actually got something in the pipeline with a business partner at the moment called Custom Helmets Company, which is basically carbonfibre shells made overseas that'll be custom-painted to order by me. They're going to be ADR-approved and you'll have the option of kitting out every part of the helmet. You can request candy or standard colours, full-custom interior linings and even a couple of different colours of beading. I'm excited to be able to stock a shelf range of Smith Concepts custom-painted helmets very soon!

What's your daily driver?

My daily commuter is a '94 Harley with a hot Dyna motor in it – all blacked out, built in a brat style and rolling on Firestones. It's a lot of fun, and good out on the highways, too.

I've got another hardtail springer Harley that I'm in the process of rebuilding, inspired by Roland Sands – a low-slung American-style bike you can ride long-distance. I had it built up previously as a runaround, and had fun on it for about a year in the state it was in with the candy tank and the bare-metal frame, but now I'm pulling it down and I really want to finish it to show-spec.

What about cars?

I recently let go of a '65 Valiant Wayfarer ute that I've had for quite some time. It started off as a mild streeter and by the time it left it was done up in a gasser style with a tough 336 stroker, Torqueflite 'box done by Al's Race Glides, and capable of a 12.8-second quarter-mile. The roof was one of the first major custom roof jobs I did at Smith Concepts, and it served as rolling advertising. It was super fun to race it at Chopped, and it had a fair amount of power going in a straight line, but it was time for me to get my hands on a hot rod.

That would be the crazy tudor sitting in the shop, then.

I was up at the Hot Rod Nationals in Newcastle and met up with

Webby [Tony Webb of Webby's Speed Shop]. We'd arranged to catch up for drinks that night, so we were having a barbecue and in the corner I spotted the orange tudor. I knew it wasn't a good thing for me to see it [laughs]. I asked Webby what the go was, and he said it was for sale. The morning after we agreed on a price, and a month later I went and picked it up.

It's epic. It's chopped and channelled five inches, and runs a Holden V8 with a T5 'box and 2.89 gears out the back. Best of all, it's engineered. You can cruise on the highways forever; the only thing is you can't see much!

What's next for you?

I'm currently gearing up for the trip to Chopped this year; we're going to take the tudor down and I'll get another guy from the Wanderers Car Club to drive our '54 Plymouth down. It's a cool little turn-key cruiser, and my son Kalani, who's nearly three, loves it.

He always says: "Daddy's flame car! Daddy's flame car!" whenever he sees it. I can't get rid of it for that same reason. We set up his kids' seat in the back and he loves looking out the windows and cruising with Mum and Dad.

What about Smith Concepts?

I'm having fun at the moment and all the work is coming along nicely. It was stressful moving the business into a bigger shop and getting set up again, but it's been a really good move. Having the facilities to do everything is great and I'm happy to stay here now taking on good projects rather than getting stuff in and out the door quickly. I'm in a good headspace and happy with how things are flowing and progressing – I don't want it to get crazy.

I've put my head down for many years to try get ahead and I've kept on practising and pushing and it's paying off, which is a really nice thing. Now I come to work happy every morning knowing there's something new put in front of me; I love being challenged. If you do what you love as a job, it doesn't feel like a job anymore.

I COME TO WORK EVERY MORNING KNOWING THERE'S SOMETHING NEW PUT IN FRONT OF ME; I LOVE BEING CHALLENGED

05: Kyle Smith recently bought Tony Webb's Model A tudor. "It's epic. It's as close to a car out of California as you can get engineered here, and it just looks so cool with the 5in chop and channel. It's got a Holden V8 with a three-carb manifold and bits that don't make it look like a Holden engine anymore. With the T5 and low diff gears you can just cruise it on the highways forever."

06: Rita Ramjet and Shaun Mackie's FB Holden panel van was featured in *SM's Van Wheels* (Jun '15), but it recently copped a serious birthday at Smiths Concepts. The paint is a Suzuki Aqua metallic, topped with a satin clear. It's a standout in Kyle's eyes, especially with the pinstripes on the boot, dash and bonnet. Check out a vid of Kyle and Shaun in action on streetmachine.com.au

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SNAP SHOTS

STORY SIMON MAJOR

MICHAEL HALL

> BRISBANE, QLD

FOR many of us, the car scene embodies more than just what type of ride we choose to build and enjoy. It is an extension of a lifestyle, which for Michael Hall has meant nearly three decades living the vintage dream; music, art, clothes, furniture and of course cool cars and bikes are all close to his heart. A hands-on approach and a knack for spinning straw into gold have rewarded Michael with a string of neat rides that have all been part of this journey.

01: THE apple doesn't fall far from the tree! It's early 1974 and a three-month-old Michael is perched on the family FE panel van with his mum, Jen. "I see this photo and my jaw drops as to what could have been," he says. "A windowless FE is a dream car for me and really where it all started. We were living in Toowoomba and I have this vague memory as a three-year-old of it sitting in the corner of the yard. The family theory is that I was conceived in it! A couple of surfers from Brisbane bought it, so I'm sure it wasn't the last time it saw some action!"

02: MICHAEL'S first car was this FB Holden wagon, bought as a 15-year-old in 1988. "I paid $200 for it and it was loaded with period accessories. I was an apprentice panel beater at the time, so I sorted a small amount of rust and generally gave it a good tidy-up. I sold it six months later for $450 to buy an EJ, and got the taste for using cars to pay for bigger and better cars!"

03: AS A teenager Michael had a neighbour who was in the local Mod scene. "He owned a black Lambretta scooter and pretty soon I was hooked and hanging out with that crowd," he says. "I bought a 1966 Vespa 125, which I colour-changed from blue to red. Our house had a disused tennis court in the backyard, which is where I learnt to ride – along with laps of the Toowong Cemetery. The police left me alone as they had their hands full with candle-burners and weirdos! I rode it for ages without a licence and we'd ride around in packs; it was heaps of fun. Harley guys were hardcore back in those days and would kick us over at the lights!"

04: MICHAEL'S staple interest is FBs and EKs, and this Woodsman over Colleen Green FB sedan was bought off a 78-year-old guy in the early 90s. "I became friends with brothers Tim and Ben Gall, who led me into the finer side of early Holdens and inspired my love of period styling cues," he says. Although popular now, whitewalls, a venetian, spats and flash kits were rarely retained 20 years ago, and hark back to the golden era of dealer-optioned new cars.

05: A '61 FORD was Michael's first dabbling with Yankee iron, purchased for $2000 in 1999. The

5

Australian-delivered Galaxie was treated to a fresh coat of metallic blue and used as a daily, with 390 FE power and Cruise-O-Matic trans. “I had it for a couple of years, then a guy just wandered in off the street, made a great offer and away she went,” he remembers. “It was a great car and one of the many that cause me seller’s remorse!”

4

06: THIS VG sedan was a cool budget build that Michael initially purchased in 1998 as a $400 car-yard clunker. The two-tone, brush-applied Mission Brown and Sherwood Green fence paint was quickly rollered with flat black, to which scallops and red detailing were added. “Those sides were pretty ripply. I kept adding new colours and by the time I blocked the layers back, she was pretty straight,” Michael laughs. The final update was a switch to grey primer and scallops, and all the while the 245 and auto didn’t miss a beat.

07: A ONE-owner FB Standard wagon was a choice find even back in 2000. It was a local car that Michael had known of for a number of years and was his daily ride until 2007. “Back then it was all about networking; you’d just call in and leave your number, or friends would pass on info about something they’d spotted. Sometimes it would take a while but the phone would ring eventually and the persistence paid off.”

7

08: MICHAEL and wife Sabena’s current ride is this sweet ’59 Chev sedan, sold new by Eagers Holden in Brisbane. The factory black Bel Air runs a 350/350 combo and replaces a sorely missed ’59 sold a few years earlier. “I was heading to Melbourne GreazeFest last year and my mate Scotty kept sending me links to the car. I rang the guy, who told me it had sold, so I felt a little relieved but mostly disappointed. Then he rang back to say it had fallen through – we were over there in a flash! It was a sign.”

8
PHOTO BY MATT BLACK

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FANGING FLICK

STORY SIMON MAJOR

FAST COMPANY 1979

> THE DANGER. THE RUSH. THE VICTORY!

BREAKDOWN

VEHICLES: 1977 Pontiac Firebird funny car, 1974 Chevrolet Vega funny car, 1975 Chevrolet C30, Dodge L1000, 1978 Chevrolet Camaro, 1975 Ford Econoline, 1970 Plymouth Barracuda, 1969 Pontiac GTO, 1972 Dodge Challenger, 1966 Chevy II

STARS: William Smith, John Saxon, Claudia Jennings, Nicholas Campbell, Judy Foster, Don Francks, Cedric Smith

DIRECTOR: David Cronenberg

ACTION: Lots of old-school fueller and funny-car action, including some pretty cool 'driver's view' sequences

PLOT: The FastCo drag team struggle to stay afloat as they battle a slimeball sponsor's rep and lock horns with a rival race team

GOOD guys/bad guys flicks come in many forms, but *Fast Company* is the only one to my knowledge that's based around drag racing.

Professional racer Lonnie Johnson (William Smith) is at the top end of the fueller and funny car game and running a successful crew under the FastCo Motor Treatment banner. But his veteran status in the sport and winning leadership skills grate with slimy FastCo rep Phil Adamson (Saxon), who wants the team to conform to his money-obsessed promotional style.

When Lonnie blows the fueller mill, the ever-conniving Adamson seizes the chance to knock a chink into the team's armour. He refuses to repair the fueller engine and slots Lonnie behind the wheel of the funny car. Rookie racer Billy (Campbell) loses his professional spot as a result, creating friction between the team drivers.

Adamson moves quickly to compound the turmoil within the team, ably assisted by the struggling crew of rival driver Gary 'The Blacksmith' Black (Cedric Smith), who are desperate to step up to the luxury that comes with FastCo sponsorship.

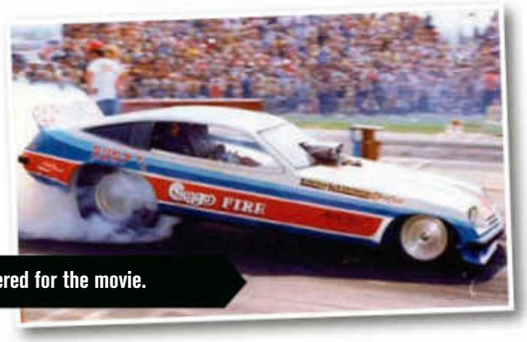
When a sabotaged engine threatens Lonnie's life, his team regroups to focus on sorting out the real issues. Lonnie's better half Sammy (Jennings) and Billy's new squeeze, the droolworthy Candy (Foster), help the team mediate a solution that may just see them claw their way back to the top.

Adamson engages every dirty trick at his disposal to discredit Lonnie and his crew, but when his plans backfire and Black is killed, justice is dished out swiftly.

Fast Company is an unusual detour for the normally horror-obsessed director David Cronenberg, but his skills and vision create an almost documentary-like film that places the viewer smack-bang in the thick of the action. William Smith and John Saxon are the only noteworthy stars and provide ample beef for the storyline, but the supporting cast also step up to make this film a good all-rounder.

VERDICT: 3/5

FAST Company is a perfect easy-watching flick to spend a Sunday arvo with and immerse yourself in the sights and sounds of 70s drag racing. The race footage and locations are a fantastic throwback to a golden era, and although the crash scenes are a little cringeworthy, it is not enough to detract from the flow and purpose that Cronenberg brings to the storyline – especially impressive given the era and the restrictive B-grade budget.



COOL FLICK FACT: The FastCo Pontiac funny car was a proper Bubble-Up/Pacemaker team car visually altered for the movie.

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> LETTER OF THE MONTH

REVERIE

A RAINY day in Townsville. I go find the only (little) mountain we have and drive my Brocky up it in the wet, dreaming of the other, more Panoramic mountain that stands some 200 kilometres west of Sydney.

In my mind I drive from Windsor up the Bells Line of Road. I punch second gear up Bellbird Hill and the deep exhaust rumble brings a smile to my face. The drive from the lookout atop Bellbird Hill to the bluff, windswept decline of Scenic Hill at Lithgow is one of my favourites. The mixture of some sweeping long corners and steep ranges allows the driver to work the transmission and throttle with great passion. During the section around Mt Wilson, you drive through a 35km/h left-hander with what can best be described as 'perfect camber'; then the road opens up onto a 300-metre steep uphill range, allowing wide-open throttle as soon as the corner exit is completed. As the car crests the peak, the road falls off to the right through a tight corner with no camber at all. It is typical of the entire road.

In the days when my beard had no white in it, I drove this road in my 1991 red SS ute with the gusto and ignorance of Icarus, blissfully power-sliding, revving, tempting my finger into that metaphoric power socket that all young men seek. While Icarus found his power socket when he melted his wings, I melted a biblical amount of demerit points, tyres, licences and good sense on this road.

The view down into the deep and wild valleys is magnificent. The sheer cliffs, tall, proud mountains and bottomless gorges all sway under a blanket of eucalypt.

A thousand years bounce of the cliff-face like a grain of sand in the desert. If Excalibur had been lodged in one of these stones, Arthur would still be a stablehand.

Now the road leaves the Blue Mountains and the Great Dividing Range and heads west into the plains. Towards Bathurst. Towards Mum's. Towards apple pie. Towards Mt Panorama.

That's another story.

Adam Shears, email

WORST. SMOTY. EVER.

REGARDING your Street Machine Of The Year line-up (*SM*, Sep '15): I simply cannot believe that Steve Loader's RELOAD wasn't one of the finalists. Please tell me it's not because it's 'just' a skid car. It was good enough to make your cover, wasn't it (*SM,* Apr '15)?

Maybe you think late-model Commodores aren't sexy enough for your mag? Come off it! Oh, and let's not forget the naturally aspirated 532-cube big-block up front – another thing that sets RELOAD apart from the sea of blowers in the burnout scene.

Come on guys, Steve is one of the true legends of our sport – he's got UCSMOKE, UNLOAD and now RELOAD to his credit. What more does he have to do to get a SMOTY nod?

Jeff Albertson, email

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> DEPARTMENT OF YOUTH

Jayden Fridd, 14, Cleve, SA

QUEER IN THE REAR?

I CAN see the benefits of a boot-mounted turbo (Urban Warfare, *SM*, Sep '15) – no need to fabricate headers and it keeps a lot of heat out of the engine bay. But for a street car, I don't like the idea of all that heat and potentially oil in the boot of the car. It would effectively destroy the usefulness of the space for carrying gear. Not much good for events like Drag Challenge or Drag Week. For a pure drag car, no problem.

Alistair Davenport, email

WILD HORSES

SO COOL to see someone really pushing the old Holden six to the limits (*SM*, Sep '15). Congrats to Matt and Jeff Ramsay for taking the hard road and throwing all their knowledge at an engine that most people think of as obsolete. 650hp from a 186? Yee-hah! I love that they are plugging it into the old Brumby ute, too; I remember seeing Ray Walker race the car at Castlereagh in the 70s. I hope the guys retain the Brumby identity – it is always great to see historic race cars kicking arse on the track.

Lionel Raine, email

WHERE ART THOU?

HEY guys, I'm getting on in years, so the memory isn't great, but I have this vivid recollection of a black HQ sedan with a Trans Am front and a blower that dropped some good burnouts at the last couple of Street Machine Nationals, or maybe the first Summernats. Do you remember it and did it ever feature in *SM*? Or was it a bourbon-induced dream?

Byron Lord, email

HEY mate, that would be Jeff Jennings's HQ we reckon, featured in SM, *March 1987 and revisited in* SM Holden Legends *#3.*

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> IN YOUR FACEBOOK

DRIVING FORCE?

WHEN we laid eyes on the latest Holden press release, we have to admit we had to check whether it was April Fools' Day. Seems Holden has teamed up with Walt Disney for a "multi-year promotional licence agreement in Australia and New Zealand to promote the *Star Wars* franchise", ahead of the release of the new *Star Wars: The Force Awakens* flick near the end of the year.

Exactly how this might be relevant to Holden fans is unclear, but apparently everyone involved is thrilled to be joining, er, forces to "celebrate the mythology surrounding the latest chapter of the *Star Wars* saga".

So, what do you make of this announcement? Is the force strong in this one, or does it give you the Jar Jars?

Eugene Willys – So Holden has gone to the dark side? Guess the 'troopers will be driving the Commodore Storm?

Trent Dahl – A Stormtrooper driving a Holden would be the safest car on the road because it won't hit a thing.

STREET MACHINE – Nice one.

Aust Gregor – Collectively those Stormtroopers will each take turns at being managing director and last about three months each before Holden announces a 'sudden departure'.

Egbert Sebastian Wrinklebottom-browne – Holden have in the past supplied cars to the Australian arm of *Star Wars* production. Natalie Portman had a blue Statesman and the guy in the same movie drove a V8 SS Commodore that was red. I don't know his name as I don't like *Star Wars*.

Tom Strange – Nope, those episodes never happened. Totally in denial about episodes 1 to 3.

Egbert Sebastian Wrinklebottom-browne – Yeah, well I hear a lot of people feel that way. I just deny the whole franchise exists!

Daniel Rowe – Sith/Jedi special editions incoming!

Sean Kenwery – Does that mean *Star Wars*/Death Star/Millennium Falcon paint options? There better be Wookiee-fur interior!

Brian Smith – Bring back the GTO, put a Darth Vader decal on the hood, and write 'Who's Your Daddy?' on the back.

Anthony Beggs – Market all you want, Holden. I've had 11 Australian-made Holdens, but I'll never buy another after 2017 when you abandon Australia!

David Townsend – So you'll buy from another brand that doesn't even employ a decent engineering team here?

Anthony Beggs – Actually Toyota, Ford, Mazda, Mitsubishi, Nissan, Hyundai and Kia all have large engineering teams here. They also have large sales and aftersales teams. Nissan also has a foundry in Victoria that will continue operating after 2017.

Shane Davis – No Holden will ever catch the Millennium Falcon!

Alastair Brook – Will the Sand People now be renamed the Sandmen?

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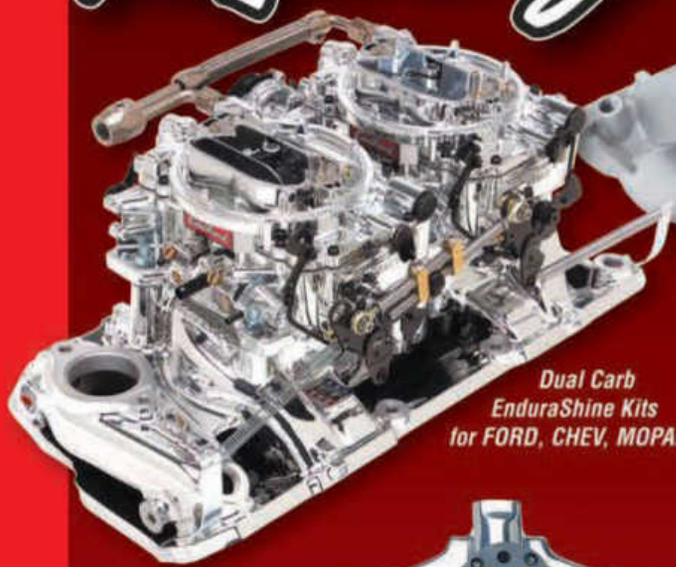

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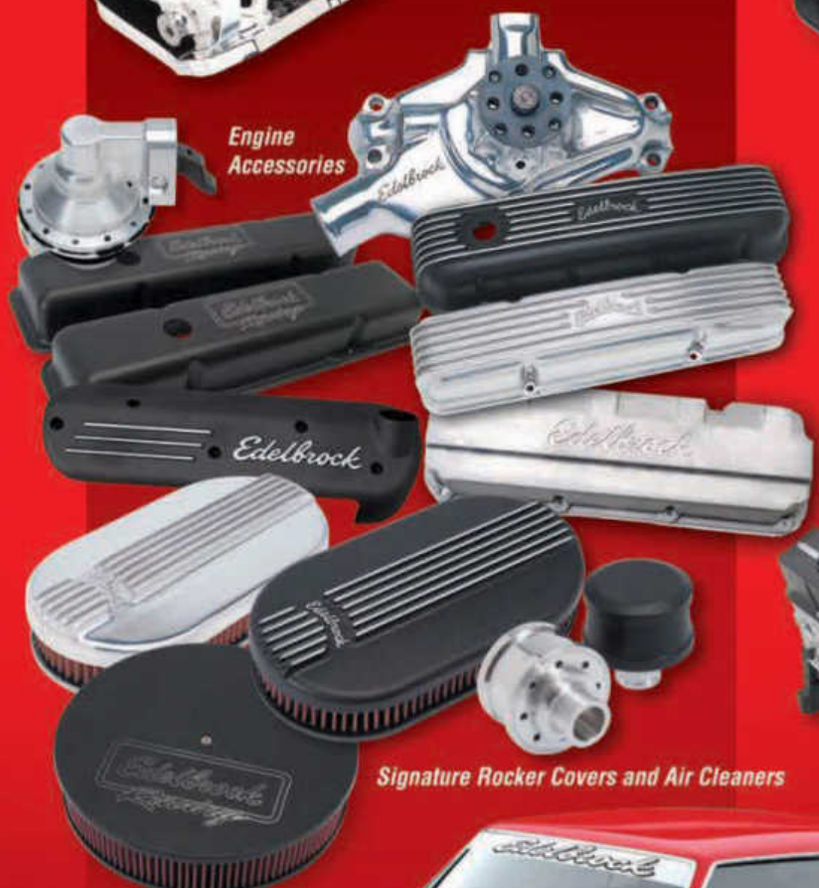

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THE premise is simple: you vote for the best street machine you've seen in the past 12 months, and we hand a trophy and a $20,000 cheque to the owner of the car with the most votes. That's the Valvoline Street Machine Of The Year in a nutshell.

This year's field of 16 finalists comprises favourites like Toranas, Falcons, Kingers and Mopars mixing it up with unique driveline combos, mega-cube big-blocks, trusty Aussie small-blocks and no less than two Nissan RB sixes. Bagged, blown, turboed and everything in between, this year's SMOTY is hotter than ever.

The 2015 Street Machine Of The Year winner will not only become the 28th to have their name engraved on the hallowed SMOTY intake runners, but will also bag a $20,000 cheque, thanks to our great friends at Valvoline.

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HOW TO VOTE

FOR AUSTRALIAN residents, there are two ways to vote: SMS the CODE WORD that appears on the car of your choice, plus your full name, address and daytime phone number to 1995 6789 (max cost 55c including GST); or submit the entry form at smoty.streetmachine.com.au, where you can also read the original feature stories on all 16 finalists. NEW ZEALAND residents can only vote via the website.

You can only vote once per voting method – repeat votes will not count. Voting is open now, and closes 8 October 2015 at 23:59 (AEDT).

For terms and conditions please visit smoty.streetmachine.com.au. Open to Australian and New Zealand residents who are available to travel to Canberra, ACT from 07/01/2016 to 11/01/2016. Premium SMS cost will not exceed 55c. Australian entrants must have premium service access to enter via SMS. Service provider: TELADS Communications Group, Level 20, Como Tower, 644 Chapel Street, South Yarra, Vic 3141. Entrants under 18 years old must obtain account holder's consent to enter. Helpline: 1300 650 940. Maximum one entry per method per Australian resident. Maximum one entry per NZ resident.

01
NATHAN BOOTH
HR HOLDEN UTE
DEC 2014
SMS CODE WORD 'HR'

09
ROB VELKOVSKI
LX TORANA
JUN 2015
SMS CODE WORD 'LX'

02
BLAKE FARDELL
XY FALCON
DEC 2014
SMS CODE WORD 'XY'

10
GREG TRAPNELL
HQ MONARO GTS
AUG 2015
SMS CODE WORD 'MON'

03
LOU & VIOLETTA ACKOVSKI
HQ KINGSWOOD
OCT 2014
SMS CODE WORD 'KING'

11
MICK LEAR
FORD MAINLINE UTE
AUG 2015
SMS CODE WORD 'MAIN'

04
ZANE HAU
PLYMOUTH SATELLITE
OCT 2014
SMS CODE WORD 'SAT'

12
SHANE HARVEY
HZ HOLDEN UTE
MAR 2015
SMS CODE WORD 'HZ'

05
GARY ZAHRA
CHEVROLET C10
JUL 2015
SMS CODE WORD 'C10'

13
JUSTIN ELLIS
VYII COMMODORE SS
MAR 2015
SMS CODE WORD 'VY'

06
DEAN WELDON
XP FALCON
JUL 2015
SMS CODE WORD 'XP'

14
MICK LULIC
VH CHARGER
FEB 2015
SMS CODE WORD 'VH'

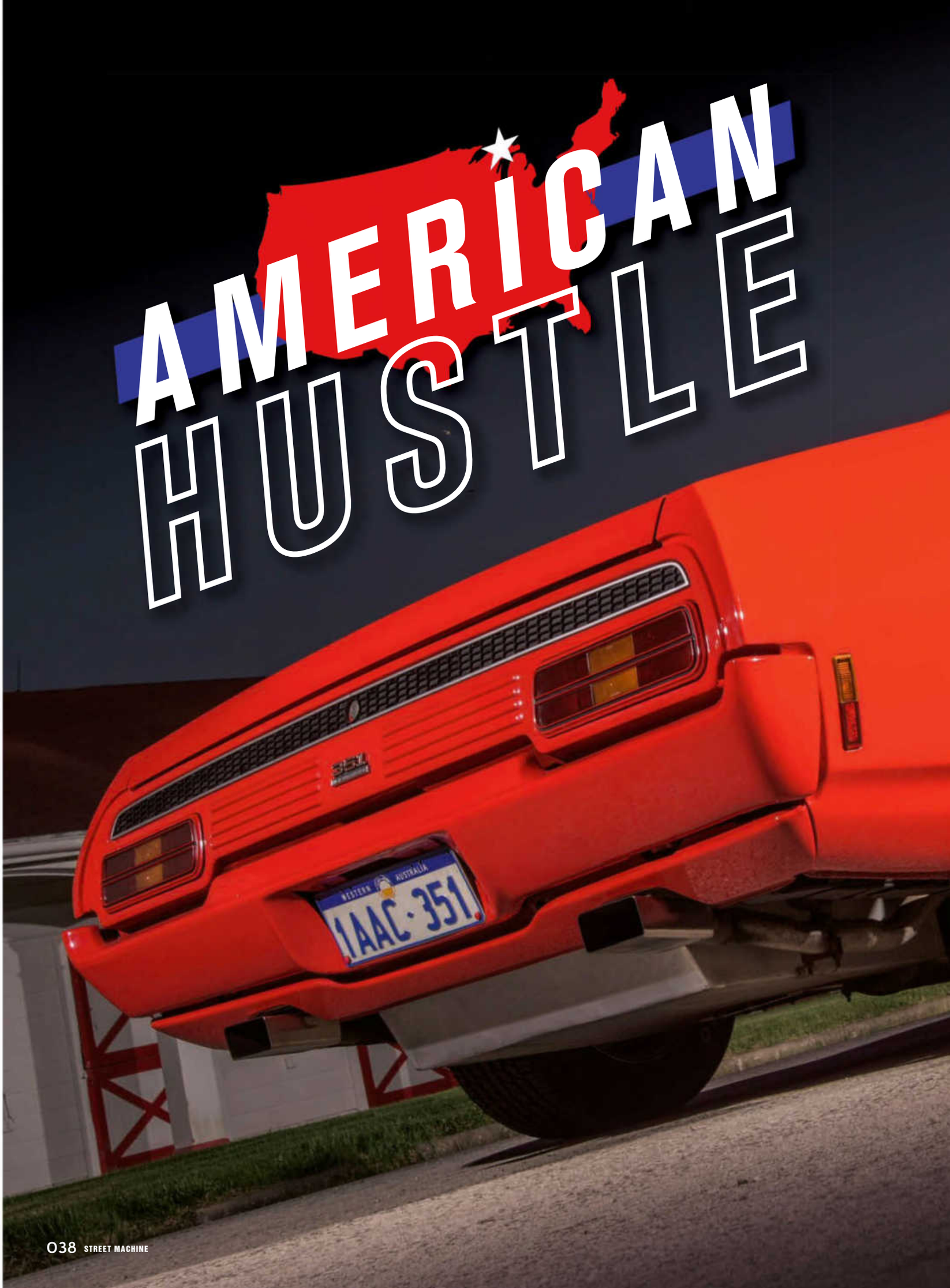
07
ROB ZAHABI/RIDES BY KAM
CHEVROLET NOVA
NOV 2014
SMS CODE WORD 'NOV'

15
MARK HAYES
LC TORANA
FEB 2015
SMS CODE WORD 'LC'

08
BROCK MAHONEY
XC FALCON
SEP 2014
SMS CODE WORD 'XC'

16
KYNAN HALL
XC FALCON
MAY 2015
SMS CODE WORD 'DVL'

AMERICAN HUSTLE



STORY BORIS VISKOVIC ★ PHOTOS NOT STOCK PHOTOGRAPHY

WITH A LITTLE BIT OF INSPIRATION FROM *MAD MAX*, THIS AUSSIE STREET MACHINE LOOKS RIGHT AT HOME CRUISING HIGHWAYS IN THE US OF A

1

2

IT'S no coincidence that this XC Falcon shares a few of the *Mad Max* Interceptor's styling cues – the bloke that owns it, Grant Hodgson, has had a hand in building quite a few Interceptor replicas in partnership with Gordon Hayes over the years, many of which ended up overseas. This one, though, is Grant's personal ride, and even though it's also overseas – the USA to be precise – it's for a very good reason. He's been having a great old time taking part in the Hot Rod Power Tour and the Street Machine Nationals in Du Quoin, Illinois.

This isn't the first time Grant has had a crack at the Power Tour. He moved to the US in 2005 and took the car with him: "I did the Street Machine Nationals in 2004 with Jim Martino with his cars [he owns a *Mad Max* replica and an XB GT coupe], then in 2005 I missed the Nationals and started the Power Tour, but the car failed after the first leg. We got it running again, but I moved back to Perth at the end of 2005. But I flatly refused to bring the car home until it had done something in the US."

It took 10 long years, but Grant headed back in February of this year to assess the problems with the car and get it sorted. "We came back two weeks before the Power Tour, put new cylinder heads on it, wired up a new computer, got it dyno-tuned on the Friday and left for the Power Tour on the Sunday," Grant says.

All up, with the two events, the car covered 5000 miles in three weeks and returned around 18mpg. The EFI probably had something to do with that, but the XC also runs a set of 3.0 gears as well, so it's set up for highway cruising. Don't get me wrong though, it's no slouch!

If the car looks like it's come straight out of the 90s, well, that's because it has. If the SAAS seats and steering wheel weren't a clue, then velour trim and rectangular speakers on the doors are a pretty large hint. The piece de resistance though, is that giant stereo unit smack in the middle of the dashboard. When I mention it, Grant groans: "That was a mistake. In 1999 it was a good idea, now it's a bad idea. It's out of a BMW E39. Back then, installing anything out of a BMW into a not-BMW was just not done, because they've got so many control units. It's a fully functioning navigational system, DVD player, the whole bit, and was out of a current-production BMW that was a $150,000 motor vehicle at the time. I used to work for BMW, so warranty parts were very handy." In case you're wondering, Grant did use it while on the Power Tour. Of course, these days you can do all that stuff on your phone!

As far as Grant can work out, the car was built around 1995 and had two or three owners before him. "I purchased it in 1999," he says. "I only paid 12 grand for it, but that's all they were worth. It had mechanical issues, so I fixed the engine up and got it back on the road with a 650 DP and a Weiand X-CELerator intake. But as you know, we build the *Mad Max* cars, so we thought we'd prove that you can get a genuine Scott hat to function with a proper blower, so that's why I designed the system that's on it.

ALL UP, WITH THE TWO EVENTS, THE CAR COVERED 5000 MILES IN THREE WEEKS AND RETURNED AROUND 18MPG

Pages 38 & 39:
It's one of the most revered, and sexiest, views in the Aussie automotive world. Fill up those big arches with a set of 10-inch-wide wheels and 295 rubber and it's pure car porn

RIGHT:
No fake blower trickery here, this thing is the real deal, with the added bonus of EFI. Grant made up an adapter for the Weiand tunnel ram that mounts the blower and is machined with internal fuel rails. Very clever stuff

TOP LEFT:
The standard-issue West Aussie plates can be translated as: One All-Aussie Cleveland 351

BOTTOM LEFT:
The 6/71 blower is a good ol' GM unit that "came off the side of a truck engine", according to Grant. The hat is a genuine Scott unit from the 60s that has been modified to suit the EFI

She's good-looking in profile too. The great stance, blower and Scott injector hat poking out the bonnet – it just doesn't get much better. Even Holden fans would agree!

"I used a Weiand tunnel ram and then custom-made the adapter between the tunnel ram and the blower," he explains. "You unbolt the top part where the carbs bolt to, throw that away, and then make up the adapter. 10 years ago when I was constructing this system, everyone said it wouldn't work. The only person who said it would work was Gary Myers."

for it back in '99 because I'd already busted a couple of five-speeds and a normal Top Loader," Grant says. "I'd shudder to think what that's worth these days because there weren't too many Boss 429s built. It's the strongest Top Loader you will ever buy."

It's a bucket list item for me to ship my car to the US and take in a bunch of events, so it's fair to say

I DON'T KNOW HOW MANY POLICE WE'VE DRIVEN PAST, BUT ALL YOU GET IS A THUMBS-UP

Unlike most port EFI set-ups, you'll notice there aren't any fuel rails running alongside the injectors. That's one of the things that in my opinion always looks out of place on an old-school engine that's been retrofitted with EFI, and Grant came up with a very clever solution to tidy up the whole system: "There a half-inch bore all the way through the adapter plate on each side, so the fuel comes in the back, down one side and back out the other. The TPS switch is at the front of the hat which, by the way, measures up at around 3800cfm. Usually there would be a metering valve at the front of the hat, but that's obviously been disconnected. There is also vacuum for the brakes and PCV valve drawn from the side of the hat above the blower."

Backing up the motor is about the toughest factory four-speed money can buy; a bullnose Boss 429 Top Loader with the big input shaft and 31-spline output. "I paid around $2500 or $3000

Grant is living the dream. The fact he can cruise around in a car with a blower hanging out of the bonnet and not get hassled makes all of the effort worthwhile. "I don't know how many police we've driven past, but all you get is a thumbs-up. As long as you're not spinning the wheels, they just look at the car and smile," he says. "We went to Beale Street in Memphis and when we came out, the cops had parked their car nose first into it. It was basically a warning to anyone – keep away. No one was going to go near it, that's for sure."

ABOVE: The interior is basically standard and straight out the 90s, which is when the car was first built. That screen in the middle houses a fully functional E39 BMW stereo/sat-nav system, which Grant fitted back when it seemed like a good idea!

GRANT HODGSON
XC FALCON COUPE
Paint: Red

DONK
Type: 351 Cleveland
Inlet: Modified Weiand tunnel ram
Injection: Scott injector hat
ECU: MoTeC M48
Blower: GM 6/71, 8psi boost
Heads: Open-chamber
Valves: Milodon; 2.19in (in), 1.73in (ex)
Cam: Crane F238 solid
Pistons: TRW forged, 9.0:1
Crank: 4MAB
Conrods: Standard
Radiator: Four-core with twin AU fans
Exhaust: 2in twin exhaust with Lukey mufflers
Ignition: Crane

SHIFT
Box: Large-input Boss 429 bullnose Top Loader
Diff: 9in, LSD, 3.0 gears

BENEATH
Front end: Lovells springs
Shocks: Koni (f & r)
Steering: Standard
Brakes: Discs (f & r)

ROLLING STOCK
Rims: Dragway Pro; 15x8 (f), 15x10 (r)
Rubber: 225/50/15 (f), 295/50/15 (r)

THANKS
Dan at Finish Line Performance for the tune; Jim Martino for the help in Chicago; Dale and Dave La Rue, Jen, Ritch, and Kyle, for roadside help when the car dropped a starter motor and a Gilmer belt; Kenny from KB's workshop in Arizona; Hop at AK Cylinder Heads; Dirk for cutting down the dizzy for me

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STORY IAIN KELLY **PHOTOS** MITCH HEMMING

SOME KIND OF MONSTR

THE VL Walkinshaw was outrageous from the moment it was unveiled in 1988, but Shane Ross's 1000hp example is particularly out there. Yes, this tubbed, LS-powered monster is a genuine VL SS Group A SV, built to an elite level as a genuine street car in just 10 short weeks.

Shane is no stranger to tough cars, with a bad-arse blown HDT Brocky in the shed, also built up from a genuine HDT muscle car. But MON5TR is on another level again, as it's making 1060hp at the wheels at just 18psi boost. And it's rocking 22x12 Simmons rims and a power-sapping 'Glide.

Such a stout power figure is thanks to 402 cubic inches of LS V8, inflated by a single, massive 94mm turbocharger, and built by brothers Kent and Dallas Dalton and the Hi-Torque Performance team on Queensland's Gold Coast. The HTP lads are some of Australia's top LS horsepower gurus, and they immediately knew how to make this VL sing.

"Hi-Torque's brief was to build a tough streeter in 10 weeks using a genuine Walky," Kent explains. "We decided it's going to need to be the big brother of Troy Swift's famous OVK253. So, first things first, we need to make 1000rwhp all day on fuel that can be put in from a servo.

"One of the biggest challenges of this build was to have it make over 1000rwhp in the exact form you see it; no tyre changing, no boost changes or fuel changes. So we knew it needed an HTP cast-iron engine package with a good turbo and, of course, a 'Glide and nine-inch diff to allow it to handle the beating."

The engine's foundation is a six-litre iron block from a GM truck, with an LY6-coded unit chosen. Dallas and Kent then specced up a killer rotating assembly using a Callies DragonSlayer crank, CP pistons and Oliver conrods. They have been joined in the short motor by a custom solid-roller cam that combines street manners with the ability to breathe deeply.

The Hi-Torque boys didn't mess about when looking for a set of big heads to go on their combo; Kent and Dallas went straight to Nathan Higgins for a set of his new 420cfm CID units. The big power-adder in the combo is the 94mm Gen 2 Pro Mod turbocharger by Precision, blowing charge air through a Plazmaman front-mount intercooler and into a sexy LS7-style sheet-metal intake manifold by Shaun's Custom Alloy.

The 10-week build window caused headaches, as MON5TR had to be a street car, which meant it needed to be easy to work on and service.

"It really was the perfect genuine VL to start with, and it arrived from Obsession Paint & Panel and D-Street Designs with a set of tubs and massive FR22 Simmons wheels fitted all 'round," Kent explains.

"The boys worked night in, night out getting the combo to all work perfectly so that no wiring was seen, the huge turbo fitted neatly and everything could come apart if needed without causing scratches and marks. Once Dallas, Ash, Stevie and Joel were happy with where everything was placed, we sent the car off to TAS Performance to fab the exhaust manifolds while we assembled the engine and filled a room full of goodies ready for the final assembly."

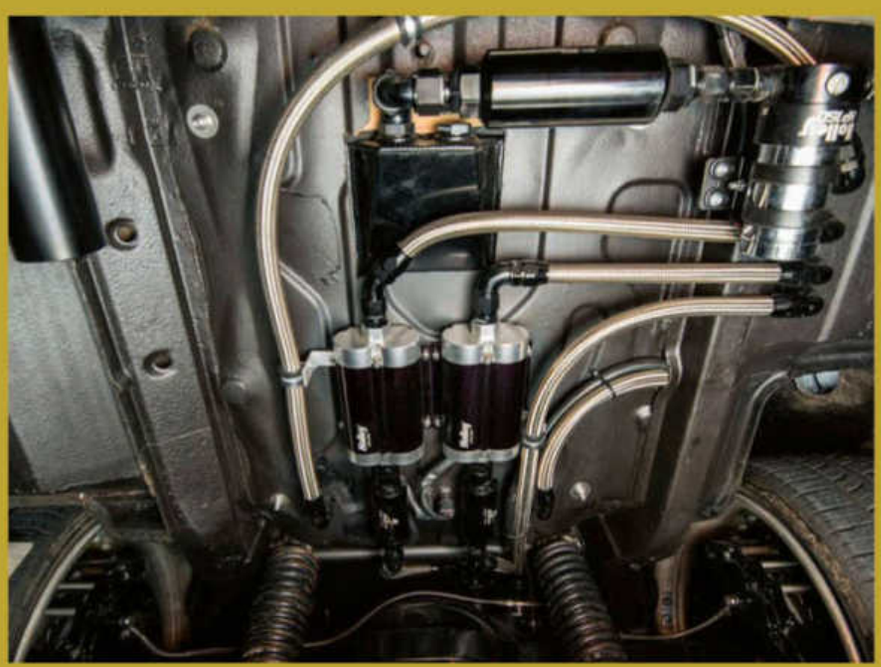
Exhaust gases are passed down a five-inch dump pipe and

HI-TORQUE'S BRIEF WAS TO BUILD A TOUGH STREETER IN 10 WEEKS USING A GENUINE WALKY

ENGINE BAY: Under the custom rocker covers lies some LS pornography. Nathan Higgins's new CID CNC-machined heads are next-level, with altered valve angles, completely new ports and more, all in the name of making gigantic power figures. Hi-Torque fitted the CID units with T&D rockers, Ferrea valves and PAC valve springs

WHEELS: Those 22in Simmons FR wheels have been sized with precision to fill the wheelarches, but also span nine inches across the front and 12 inches in the rear. Behind them sit coil-overs front and rear

PLATES: Shane has had the MON5TR plates for years, including on GT-R Skylines, and GTS HSVs, but the name is taking off now he's started a clothing company under the same tag



SHIFTER: The recessed TCI Outlaw shifter is a familiar touch for Hi-Torque builds and is connected to a ProTrans-built two-speed Powerglide. The rest of the interior was trimmed by Chris Horvat at Trim FX in Queensland to look like it did in '88 when it came off the showroom floor

BOOT: MON5TR's 1000rwhp motor needs everything the two Holley 1800 Dominator billet fuel pumps can supply, which is up to 1500L of fuel per hour, backed up by another Holley 150 pump! The E85 is fed through –10 teflon-coated braided line and thousands of dollars of black aero fittings, from the boot-mounted custom fuel cell to 16 2400cc injectors

four-inch exhaust, past the ProTrans-built Powerglide, and over the nine-inch diff fitted with 40-spline axles swinging off the coilover-equipped four-link tubbed rear-end by D-Street Designs.

"Once the exhaust manifolds were all finished we sent the vehicle over for panel work in the 'bay and then up to Troy Swift to paint it and blend it all together in the stock Panorama Silver," Kent says. Troy is actually part of the Hi-Torque family, carrying the keys to the aforementioned OVK253 VK Commodore, which is also powered by a mental cast-iron turbocharged 400-cube LS.

"As soon as paint was done – and I don't mean dry – we headed back to the shop ready to assemble," Kent says. "We put the engine and gearbox in, the turbo kit on, wired the complete car front to back but all hidden so there is nothing to be seen, plumbed the fuel system to handle the job and tuned it up. It sounds easy, right?"

Hi-Torque's Ash Mason wired up the Motec ECU and CDI ignition system, with eight Mercury coils providing spark and 16 2400cc injectors squirting E85. The boys fired it up a few days before roll-out time for MotorEx, and MON5TR made 1060hp at the wheels on what Kent regards as low boost!

"The car has plenty more power yet to come, but it is on the streets for now being enjoyed. The goal was to build the ultimate street car with wow factor no matter where you stand. You can walk away from this car and come back 10 times finding something new."

SHANE ROSS
HSV VL COMMODORE SS GROUP A SV
Colour: Panorama Grey

GRUNT
Type: Chevrolet LY9 six-litre
Crank: Callies DragonSlayer
Pistons: CP
Cam: Custom solid-roller
Heads: CID LS7 CNC
Intake: Shaun's Custom Alloy LS7
Turbocharger: Precision Gen2 94mm
ECU: Motec M800

BENEATH
Box: Powerglide
Diff: Nine-inch LSD, 3.7 final drive
Brakes: 8-piston, 420mm discs (f), 6-piston, 420mm discs (r)

ROLLING
Rims: Simmons FR22; 22x9in (f), 22x12in (r)
Rubber: 235/30 (f), 335/25

THANKS
My wife Alexandra for letting me take up the whole garage; the Hi-Torque Performance team – Kent, Dallas, Ash, Chris, Stevie and Joel; Obsession Paint & Panel; D-Street Designs; Chris from Trim FX; Fred from ProTrans; Troy Swift; Nigel Edwards; Tom from TAS Performance; Stoney and Nok from Monstr Clothing

MON5TR MADE 1060HP AT THE WHEELS ON WHAT KENT REGARDS AS LOW BOOST

Dave Menzies's '67 Ford Country Squire would be one hell of a *Street Machine* staff car, with room for 10 and an economical 390 FE big-block under the hood

GREAZY DOES IT

QUEENSLAND'S ANNUAL GREAZEFEST KUSTOM KULTURE FESTIVAL HEADED SOUTH IN AUGUST FOR ITS SECOND MELBOURNE SHINDIG

STORY SIMON TELFORD **PHOTOS** CHRIS THOROGOOD

GREAZEFEST

THE Melbourne arm of the *Street Machine* team headed out to GreazeFest at Sandown Racecourse over the second weekend of August. This is the second year that the long-running Queensland event has made its way to Victoria.

GreazeFest is as much as a music festival as it is a car show, and boss-lady Lori Lee Cash works hard to bring in killer rockabilly bands from overseas and Australia. This year's roster included Will & The Hi-Rollers from Las Vegas and The Go Getters from Sweden, but we also dug The Hi-Boys from the Sunshine Coast as much as anyone. The weekend also included an art show, vintage markets, live tiki carving, on-the-spot tattoos, vintage hairstyling and, of course, a pre-1970 car and bike show.

A big part of the attraction of any car show is the hope that you'll see something on display that really blows your hair back. Sometimes, you need that inspiration, especially when the bills are mounting up and your own damn projects are giving you grief.

ONE CAR THAT BOILED MY POTATOES WAS DAMIEN LEWIS'S 1957 OLDSMOBILE WAGON

For me, the two cars that boiled my potatoes were both wagons, the first being Damien Lewis's 1957 Oldsmobile Fiesta 88. This is a rare bodystyle anywhere, let alone in Australia, and was looking very tasty slammed down hard on the deck. The pillarless hardtop version is even swoopier, but the regular wagon is still pretty wild and makes a '57 Chev wagon look almost dowdy in comparison. The dash on these cars are works of art, and if it looks familiar, that's because Richard Dabbs fitted one to his Brown Sugar Model A tudor (check it out in *Street Machine Hot Rod* 14).

"I bought the car from a mate in the US," Damien says. "He ended up offering to airbag it for me, which worked out great. The engine is a 400ci Pontiac, which was in it when I found it. A J2 motor would be cool, but the Pontiac does the job fine. The rims are 20-inch Mobsteels." Damien had his bare-metal Ford single-spinner parked beside the Olds – what a pair!

ABOVE: Mimsy from Trailer Trash Tattoo in Brisbane brought her impressive set-up down for the Melbourne event

1. Arthur Mats cruised up from Geelong in his VOODOO '53 Chev. Arthur is the man behind another great rockabilly event, the Camperdown Cruise
2. Leon Davies brought his '48 Ford F1 pick-up – fondly known as Trucky – up from Geelong. This shot shows how much work has gone into getting Trucky sitting nice and low!
3. Kamakazi from the Brisbane Beatniks was in Melbourne helping out the organisers, and also did a spot of his patented chainsaw-powered tiki carving for the crowds
4. Aaron Knowles cruised up with Leon Davies in his own 'bagged pick-up, in his case a nice and shiny '52 Chev. His neat little BSA single took out the King Ride gong at GreazeFest
5. Dave Menzies's '28 roadster won the King Rod title. The home-built beauty is powered by a 354ci Hemi

Damien Lewis's slammed 1957 Oldsmobile Fiesta 88 wagon had us drooling

RACEDAY
OFFICE
FORD
22896 · H
VICTORIA
18787 · H

13

Ashley Cave brought his '28 tub over from Adelaide. It is powered by an 8BA flathead and backed by an all-synchro three-speed. Bitching!

Editor Telfo was surprised but stoked to win King Aussie Kustom with his long-suffering EJ

GREAZEFEST

My other favourite wagon was Dave Menzies's '67 Ford Country Squire. Able to seat 10 legally, it is a hell of a lot cooler than any modern people-mover. It's a natural family truckster, but it would also make a great *Street Machine* staff car – hell, we could strap our photographer in the back and get rolling shots out of the tailgate, with complete legality!

Besides the plentiful seating, the other key feature of the Squire is the appropriately named Magic Doorgate, which can flip down like a regular tailgate or open to the side.

"It is a nice, low-mile car, with a 390 FE motor and some good options like air conditioning and power steering," Dave says. "We've re-done the fake wood; it took about seven hours.

"It fits all the kids and our mates, it's a fun car," he continues. "The rear row of seats folds down to give you a flat floor. We've been pulled over a few times; when the cops see four kids in the back, they assume they're not going to have seatbelts on!"

Dave's other ride is a killer '28 Ford roadster, which he says was assembled over a number of years from some very sad panels. Powered by a 354ci Hemi, the roadster was a deserving winner of King Rod.

But besides the cars, GreazeFest is a great place to catch up with mates from all over the country. By the time you've sampled a few cocktails, filled up on some yummy tucker and had a few turns on the dance floor, it can be hard to remember to take notes, but I am pretty sure I had a good time! To get in on the action next year, check out greazefest.com.

THIS YEAR'S BAND ROSTER INCLUDED LAS VEGAS'S WILL & THE HI-ROLLERS, AND THE GO GETTERS FROM SWEDEN

James Chisholm's slinky '54 Chev Bel Air is a wild little unit. Chopped four inches at the front and six at the back, it was painted in flat gunmetal grey, with a gloss white roof, metalflake scallops and pinstripes by Gilbert Torres

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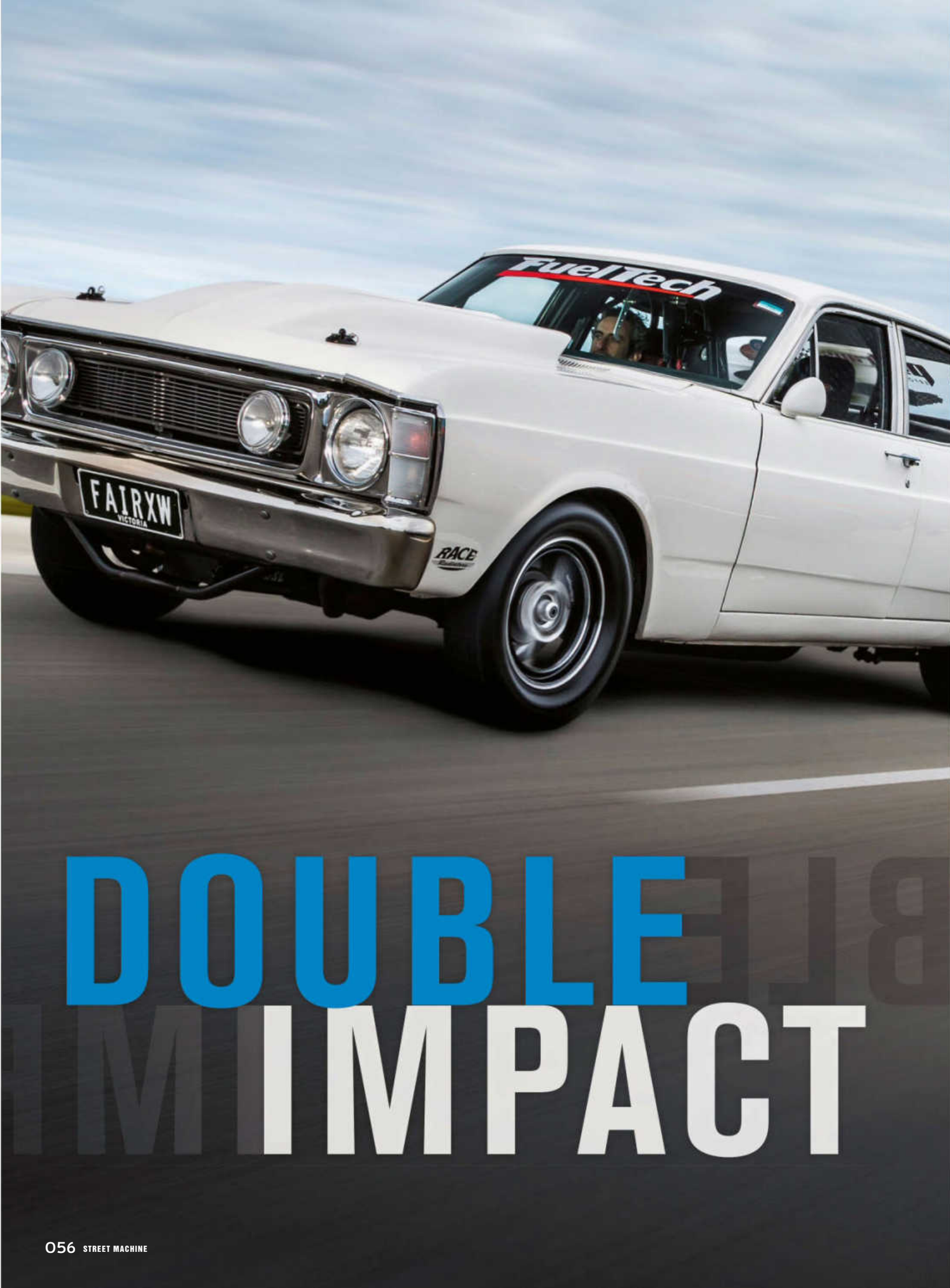


DOUBLE IMPACT

STORY ANDREW BROADLEY PHOTOS CHRIS THOROGOOD

THE CREW FROM DANDY ENGINES DELIVER A PAIR OF HARD HITTING SEVEN-SECOND STREETERS

WHAT you're looking at is a matching pair of full-weight, untubbed, leaf-sprung XW Falcons that run deep into the sevens on 275 radial tyres. It's a feat that seems to defy the laws of physics, but what these cars may lack in terms of giant slicks, tube chassis, lightweight body panels and any semblance of aerodynamics, they more than compensate for with a combined 4400hp!

"People often ask if the time boards are working properly!" laughs Steve Bezzina, owner of the blue XW. At present, the car is among the top dogs in Outlaw Radial, and has gone as quick as 7.38@194.5mph.

The white one is a 7.54-second, 3800lb behemoth owned by Lou Ludica and Frank Marchese of Dandy Engines fame, and they're the blokes responsible for screwing together the identical twin-turbo 427ci donks in both cars.

The combo is based on a Dart Windsor block and CHI Cleveland cylinder heads, with a Bryant crankshaft, BME rods and Diamond pistons. A custom Pro Line camshaft is common to both cars, as are twin 88mm Precision Pro Mod turbos and a water-to-air intercooler system. "Dandy Engines is the Australian agent for Pro Line, and without those guys we wouldn't be where we are right now," Frank says. "The owner Eric Dillard and tuner Steve Petty have taught us so much – they are our backbone with the turbo stuff."

The Dandy/Pro Line partnership has certainly proven fruitful. While dynoing an engine like this isn't exactly a straightforward proposition, the Moroso calculator puts power output in the vicinity of 2200hp – an astronomical figure for an engine that can be (and often is) used on the street.

"Sometimes I take my 15-year-old daughter for a cruise in the car, and she thinks it's the coolest thing ever," Frank says. "For the street I just change the fuel over to pump and hit a button on the FuelTech ECU; it's that simple. I also have a CO_2 bottle that operates the boost controller at the track, and I take that out when I drive the car on the street. Any more than 10psi and I need the parachutes to stop!"

Likewise, Steve isn't shy about racking up road miles in his car. "Right now I'm focused on going 200mph, running a six and trying to win the championship, but the car is registered and does still occasionally get driven on the street," he says. "It drives better than an aspirated car around town, and once we achieve the numbers we want, the exhaust will go back on, the big tank will go back in and I'll start driving it to some shows.

"Oddly enough though, it almost feels like a 600hp aspirated car to race; it drives the track beautifully, but it also gives you that feeling in your stomach that builds as it moves down the track and the G-forces increase. The coolest part is when you come back from a pass and the crowd can relate to the car because it's an Aussie muscle icon, and they're blown away by how fast it goes. I've owned 43 of these cars in my time, and I have no desire to go to a lighter or smaller car to go faster."

One of the only areas where the two cars differ is the transmission. Steve's runs a Powerglide, while Frank's has a Turbo 400, but both

WE'LL KEEP TURNING THEM UP UNTIL WE HIT A BRICK WALL POWER-WISE, AND THEN WE'LL TRY SOME 94MM TURBOS

were built by Fred at Protrans and both run Pro Line bolt-together converters. “Fred built me an amazing transmission that has gone the distance in a very heavy car with huge power,” Steve says.

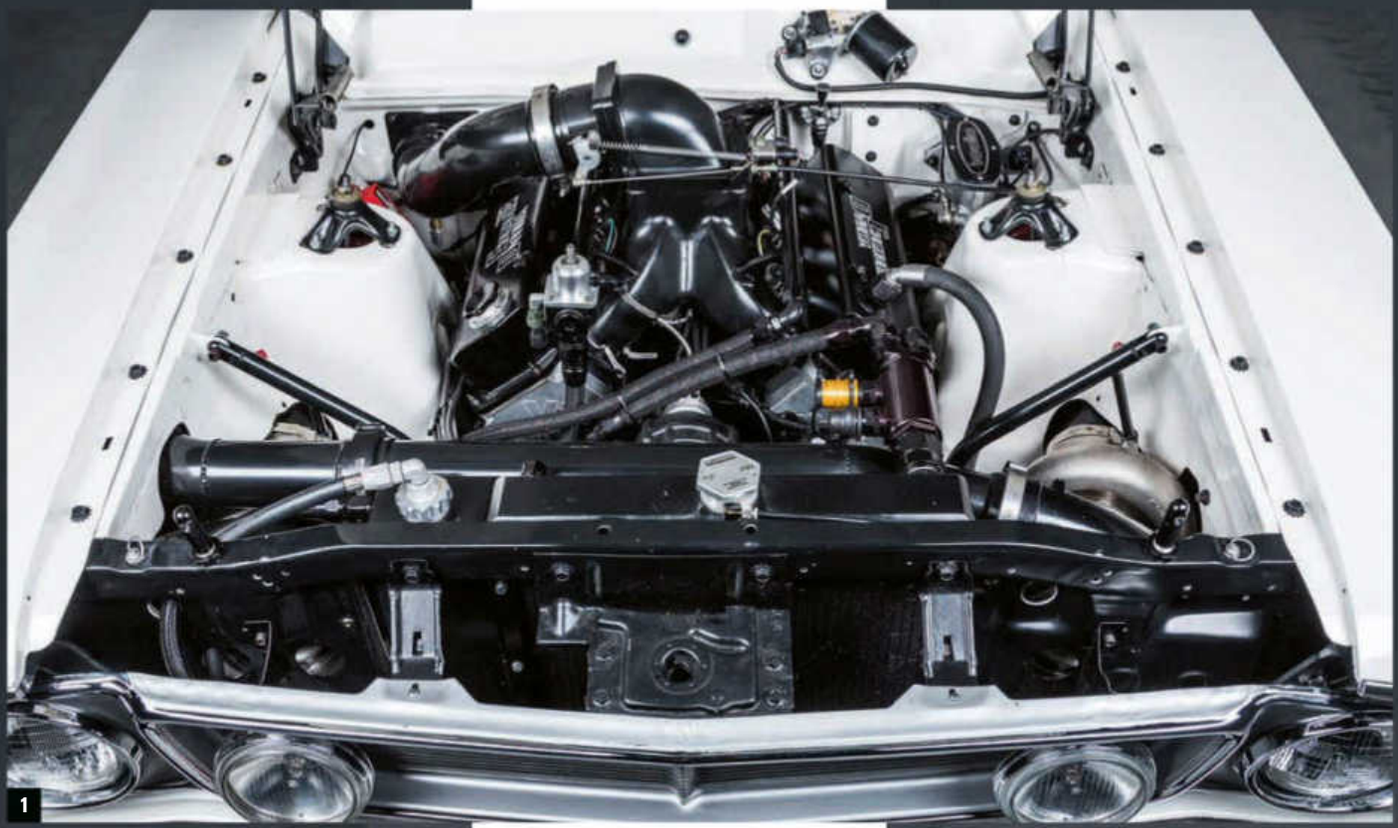
Both cars also run 40-spline nine-inch diffs by Joe and Jonathon Gauci from ProFab Race Car Fabrications, who also took care of much of the general fab work. Wilwood brakes were used front and rear, and with terminal speeds approaching 200mph, parachutes are very much a necessity.

A careful combination of diff length and wheel offset has meant that 275/60/15 radials could be tucked neatly under the bums of the XWs. “The only thing we found was that when we pulled the ’chutes from 175mph onwards, the back wheels were coming forward and the tyres were touching the doglegs, so we’ve trimmed them back a bit,” Frank says. “These two cars are the least cut up you’ll find at the track. All the suspension points are standard, and we consider them as stock as we can possibly make them. Our car has stock tubs, and Steve’s have been squared off, just so it can look tough when it’s sitting low.”

CalTracs are fitted at the rear of each car, and while Frank and Lou’s has mono-leaf springs and Strange shocks, Steve’s retains the factory leaf springs and runs Koni adjustables. To help with weight transfer, 90/10 shocks were used, and custom ProFab travel limiters were fitted in the absence of wheelie bars.

“We have found what works best in terms of things like shock settings, springs and ride height,” Frank says. “We’ve worked out

ANY MORE THAN 10PSI AND I NEED THE PARACHUTES TO STOP!



1

LOU LUDICA & FRANK MARCHESE
1969 FORD XW FALCON
Paint: White

ENGINE
Brand: Ford 427ci Windsor
Induction: Dandy Engines inlet manifold, 90mm Wilson throttlebody, 160lb injectors
ECU: FuelTech
Turbos: Twin Precision 88mm
Heads: CHI Cleveland
Camshaft: Custom Pro Line
Conrods: BME
Pistons: Diamond
Crank: Bryant
Oil pump: Modified Moroso
Fuel system: Enderle 110 pump
Cooling: Race Radiators alloy radiator, twin thermos
Exhaust: Custom ProFab turbo manifolds and exhaust
Ignition: MSD

TRANSMISSION
Gearbox: Protrans T400
Convertor: Pro Line bolt-together
Diff: ProFab 9in, 40-spline axles

SUSPENSION & BRAKES
Springs: ProFab (f), mono-leaf with CalTracs (r)
Shocks: 90/10 (f), Strange (r)
Brakes: Wilwood discs and calipers (f & r)
Master cylinder: Wilwood

WHEELS & TYRES
Rims: Weld AlumaStar; 15x4in (f), 15x10in (r)
Rubber: Moroso DS-2 (f), Mickey Thompson ET Street 275/60/15 (r)

THANKS
Joe and Jonathan from ProFab Motorsports Fabrication; Fred from Protrans; Eric Dillard, Steve Petty and the whole Pro Line team; FuelTech USA; Marcus, Chris and Diana from SpeedPro; OJ from OJ's Paint & Panel; Shaun from Speedflow Fittings; Rod from Race Radiators; Alfa Motorsport Fibreglass; Enzo Mendicino from Regional Auto Electrics; Greg from D&F; Steve from Vision Signs; CHI Heads; Darren Crampsey from Image Towing; Jet Engineering; Steve Unique; Jason Hoctor; Darren Reid; Angelo and Vic; VP Racing Fuels; the whole team at Dandy Engines; my incredible wife Bella who lets me spend a lot of time doing this stuff, and my two kids Veronica and Simon

1: Both cars feature 88mm Precision Pro Mod snails, and turbo systems built by ProFab Race Car Fabrications. The inlet manifold was cast specifically for Dandy Engines, and runs a single 90mm Wilson throttlebody and 160lb injectors

2: The funny car 'cage is the dominant feature in the cabin of Lou and Frank's XW, but if you look past that you'll see that most of the standard appointments are still along for the ride, including the back seat. The Racepak dash and datalogger is an invaluable tool for tuning at the track

3: A boot-mounted tank (which also houses the trans cooler) holds water and two bags of ice. Before a pass, a switch activates a pump that circulates water through the intercooler to cool the intake charge. It's a fairly effective system that reduces intake air temps from 200°F down to between 80 and 90°F. Frank and Lou's car has a seven-litre tank in the engine bay for R0016, of which the car consumes around 2.5 litres during a pass. On the street the boot-mounted 20-litre fuel cell is topped up with 98-octane pump fuel and gets around 15L/100km – not bad for a seven-second car!

4: How do you tune a seven-second street car? "You can't use a dyno, so whenever we get a new combo we start with a basic map, then go to the track and tune the car, the engine and the driver all at once," Frank explains. "Sometimes you have to hire the track for three days and take really small steps with the tune-up. We'll start out with 330ft hits and when we're happy we'll do half-track hits, then work our way to full-track passes. In the past we've spent three days going to half-track, just to make sure we don't hurt an engine"

2

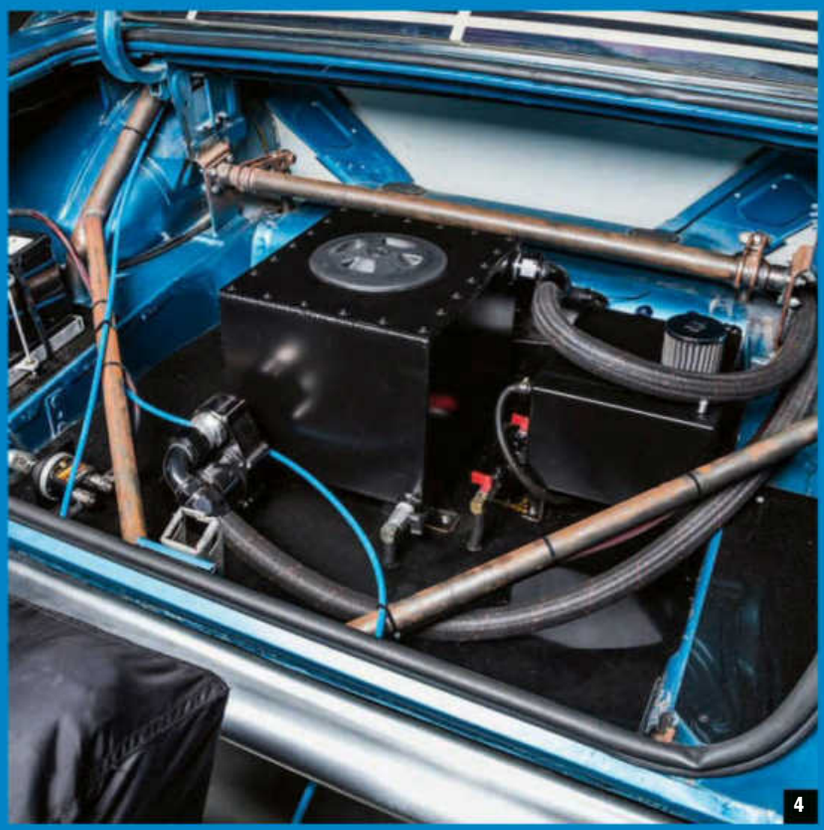
1: Pop the hood and you'll see that the two engines are virtually identical. When Steve's car is in track mode the dump pipes exit through the front guards, but he has a more politically correct exhaust system for the street

2: It's scary how much of the factory Fairmont interior remains, right down to the standard steering wheel. Kirkey race seats, Simpson harnesses, and a very comprehensive 'cage are all there for safety's sake. "Every time I go down the track my wife and kids are on my mind, so safety is a huge priority," Steve says

3: Steve has been leading the Outlaw Radial class this year, and as we went to press he was sitting in second place in the points, having run as quick as 7.38@194.5mph at the last Willowbank APSA meeting. "I really love the Outlaw Radial class," he says. "We have a heavy car with a small-block against full-tilt, big-block drag cars on big tyres, and we're up the pointy end. Not only that, but the guys we race against are the best bunch of blokes. The racing is fun and the friendships really add to the experience"

4: It's all business back here, with the tail end of the 'cage, water-to-air intercooler reservoir and twin Simpson 'chutes fighting for room. The battery has also been relocated to the boot to free up some real estate for turbochargers

3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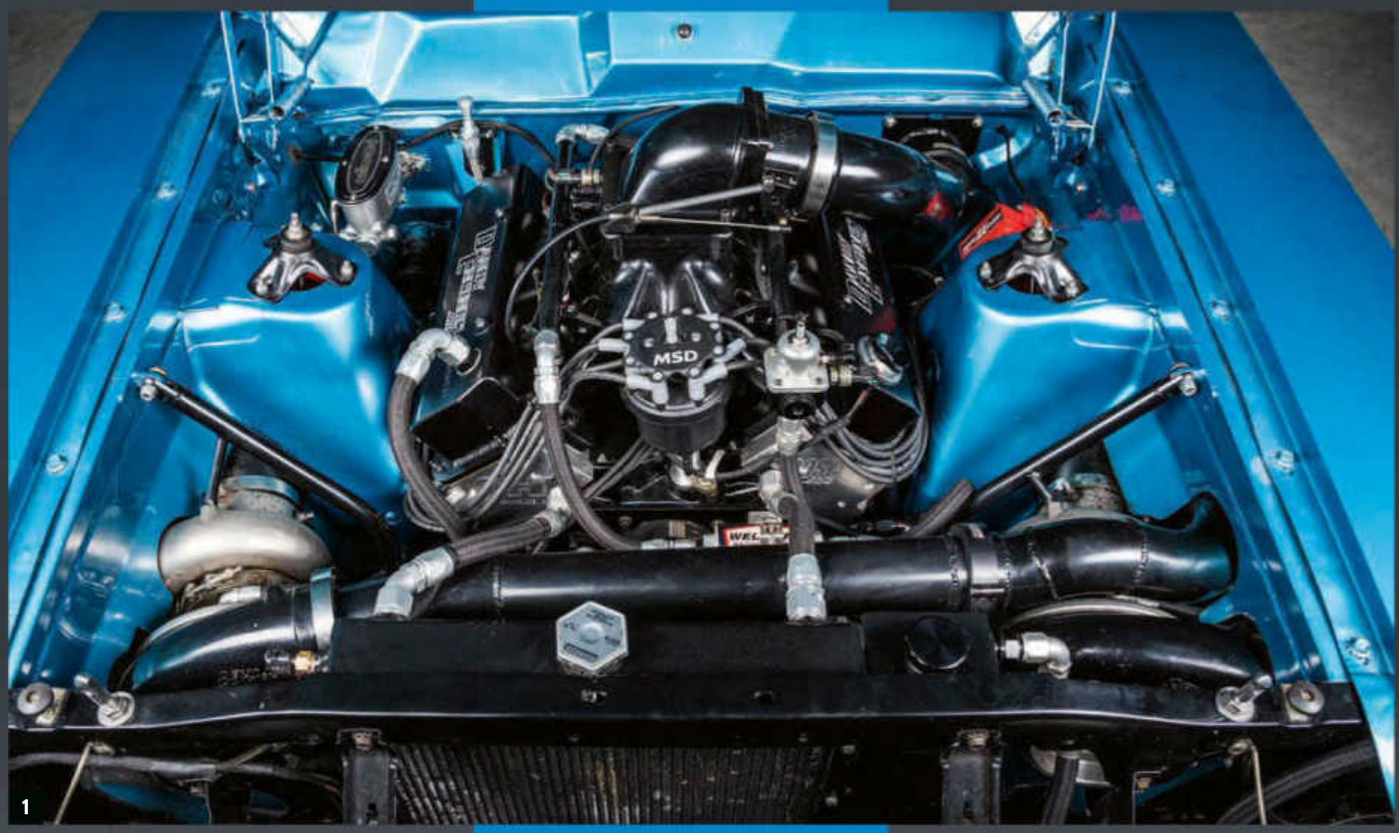


1

STEVE BEZZINA
1970 FORD XW FAIRMONT
Paint: Starlight Blue

ENGINE
Brand: Ford 427ci Windsor
Induction: Dandy Engines inlet manifold, 90mm Wilson throttlebody, 160lb injectors
ECU: FuelTech
Turbos: Twin Precision 88mm
Heads: CHI Cleveland
Camshaft: Custom Pro Line
Conrods: BME
Pistons: Diamond
Crank: Bryant
Oil pump: Modified Moroso
Fuel system: Enderle 110 pump
Cooling: Race Radiators alloy radiator, twin thermos
Exhaust: Custom ProFab turbo manifolds and exhaust
Ignition: MSD

TRANSMISSION
Gearbox: Powerglide
Convertor: Pro Line bolt-together
Diff: ProFab 9in, 40-spline axles

SUSPENSION & BRAKES
Springs: ProFab (f), standard leaf with CalTracs (r)
Shocks: 90/10 (f), Koni (r)
Brakes: Wilwood discs and calipers (f & r)
Master cylinder: Wilwood

WHEELS & TYRES
Rims: Weld AlumaStar; 15x4in (f), 15x10in (r)
Rubber: Moroso DS-2 (f), Mickey Thompson ET Street 275/60/15 (r)

THANKS
My wife and two sons Jeremy and Ryan; Frank, Lou and the Dandy Engines team for their continued support and inspiration; Joe and Jonathon from ProFab Race Car Fabrications for their amazing workmanship; Freddie from Protrans for coming up with an amazing gearbox to handle the power and weight of the car; Enzo from Regional Auto Electrics; Glen 'Skinner' Forster, Brad and Tim for all their help at the track; Andrew and the team at Specialised Power Porting; the whole Outlaw Radial field for their friendship and help; Craig Brewer from Pro Pipes & Race Cars for your friendship, concern over my safety and knowledge – RIP mate. Thanks also to the families of all the people mentioned above

RIGHT NOW I'M FOCUSED ON GOING 200MPH, RUNNING A SIX AND TRYING TO WIN THE CHAMPIONSHIP

what makes these cars happy, and Bezzina's has gone 1.27 to the 60ft mark, but I'm sure we can get that down to 1.1."

Indeed, neither Steve nor Frank are content to rest on their laurels, and are quick to point out that while the cars are already decidedly fast for standard-bodied Falcons with full interiors and stock suspension, there are still plenty of avenues to explore and plenty of development to be done. "We've really only got five meetings on the cars, so we'll keep turning them up until we hit a brick wall power-wise, and then we'll try some 94mm turbos," Frank says.

Steve's car has already exceeded his expectations, but he too is confident there's more to be had. "I never thought a car of this shape and weight that gets driven on the street would run these times," he says. "The chassis might be fairly simple but the engine and transmission are very advanced, so we're pushing the boundaries of how quick you can go on leaf springs and a stock front end.

"When I was growing up, Victor Bray was running sevens in a Doorslammer, so to comprehend that a car this heavy is running sevens on a small tyre is amazing. I have no doubt it can go 200mph, and if it can run a six I'll be over the moon.

"I really love the racing, and winning isn't everything, but this year has a special meaning," Steve continues. "Craig Brewer from Pro Pipes & Race Cars was a good friend who was heavily involved with this car, and before he passed away he knew we were a good chance at winning the championship. That's a big motivator to do well this year."

"I'm not going to give up until I see a six flash up on that board," Frank declares. "I don't care if it's Bezzina or me that does it!"

DOUBLE IMPACT

EVOLUTION, BABY!

THE white XW has been part of the furniture at Dandy Engines since 2004, when the boys bought it cheap with no real intentions other than to have some fun. The first combo was an aspirated, cast-headed 351ci Cleveland; one of the first of its kind to run into the 10s on pump fuel. From there, a 6/71-blown Cleveland powered the car to a 10.0@138mph, before CHI commissioned Dandy Engines to build an aspirated 427 combo. With that motor, the XW became the first stock-bodied Falcon in Australia to run nines on pump fuel. A race-gas 440ci combo followed, which went 9.22@147 on radials, and then the current turbo set-up was built and the car was treated to a rebuild.

Steve's blue XW has also undergone a lengthy process of evolution to end up where it is today. When Steve bought the car he started out with an aspirated 408ci, before a ProCharged combo brought mixed results. "We had some success with it and I loved the noise and aggression of it, but it was unreliable and kept breaking belts, so that kind of took the fun out of it," he says.

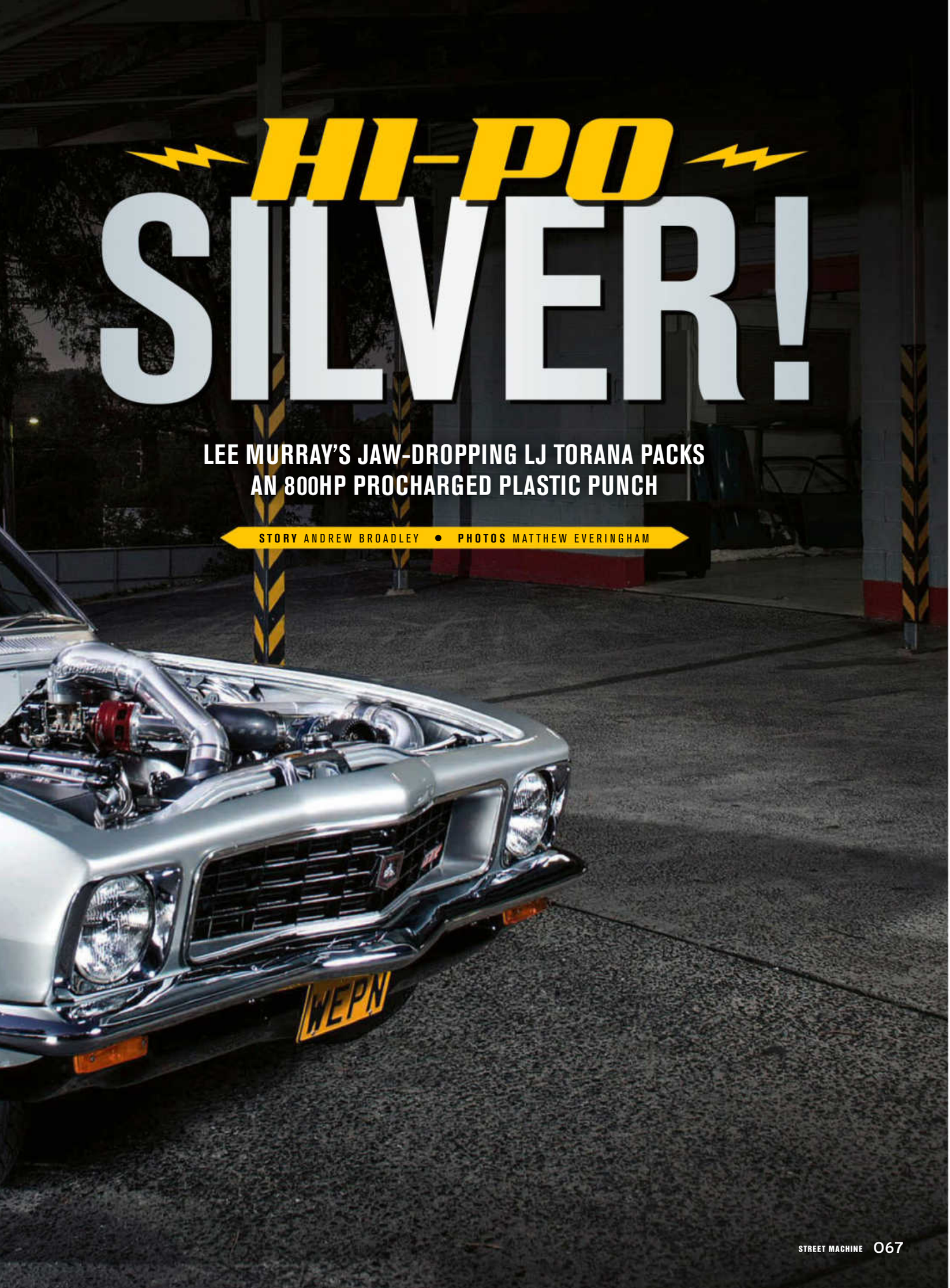
The ProCharger gave way to a single-turbo set-up, which went 8.40 on its first full pass, then went on to run 8.08@175mph at Calder. From there, Steve got a good deal on a pair of Pro Mod 88s, and the rest, as they say, is history!

"For a while there we had a horrible run with Steve's car," Frank says. "At the time we were new to power adders, and his car gave us a year and a half of hell, breaking things and shaking things to bits. But he stuck by us, and we pushed ourselves to get the car where it needed to be and eventually we were rewarded with that 8.40 pass. I got to the end of the track to tow him back and to see the expression on his face was a payday on its own. Whenever I have bad days and cars that won't play the game I think of that feeling. That's what gives me the drive."

HI-PO SILVER!

LEE MURRAY'S JAW-DROPPING LJ TORANA PACKS AN 800HP PROCHARGED PLASTIC PUNCH

STORY ANDREW BROADLEY • **PHOTOS** MATTHEW EVERINGHAM



ADDING a big engine to a little car is a proven go-fast recipe, but it gets even tastier when forced induction is added into the mix. Street machiners have been fitting Holden V8s to LJ Toranas since the General's own ill-fated factory hot rod was consigned to the history books, but few have a thumping 1000hp-capable F1 ProCharger strapped to the side, and fewer still are finished to the impeccable standard of Lee Murray's example.

Lee bought the car out of the Trading Post back in 2004, and it's been steadily evolving ever since. "I'd owned Toranas before but never an LJ, and I'd always thought a V8 LJ would be cool," he says.

At the time of purchase the car was running a hot six and nine-inch diff, so Lee promptly fitted a 355ci Holden stroker and hit the road. Unfortunately it turned out the motor had been built with junk components, and like sex with a supermodel, it didn't last long.

"I pulled the motor and had the car 'caged and mini-tubbed, then I sent it to my good mate Andrew Yeo, who repaired the body, stretched the rear guards and gave it a lick of paint," Lee says. When Yeo suggested Toyota Aurion Silver as a potential hue, Lee was somewhat sceptical, but the colour suits the coupe's shapely flanks beautifully. Ten years on and without so much as a cut or buff, the paint remains utterly flawless – a tribute to Yeo's talent with the gun.

While all that was happening, Lee had another Holden stroker put together, this time with all the fruit. The pump fuel, solid roller-cammed 355-cuber turned out to be a good thing, running as quick as 10.6@130mph at Sydney Dragway. "I had years of fun with that motor, but its life ended at Powercruise when it snapped the crank," Lee says. "I went on the hunt for more power, and ended up speaking to Zoran at ZOK Race Carbs about a 600hp-plus naturally aspirated combo. He suggested that we look at forced induction to keep it driveable, and that's how the idea of the ProCharger came about."

Zoran prescribed an intercooled F1 ProCharger set-up with a blow-through 950cfm E85 carby, and set about building a fresh 355ci Holden combo to withstand the rigours of boost. Aside from a four-bolted, grout-filled block and a rock-solid rotating assembly consisting of a Scat billet crank, Compstar H-beam rods and JE forged pistons, the motor has a host of tricks to help it go the distance. An external coolant crossover to the rear of the heads, heavily modified oiling system, bronzed lifter bores, diamond-coated piston pins, Newby crank support timing case, Cometic head gaskets, and big –12 breathers located in the valley and the disused fuel pump port on the timing cover have all been designed with longevity and reliability in mind. With ported Yella Terra –9 heads and a custom Crane hydraulic-roller cam, the little Holden is handy for a commendable 800hp on the engine dyno and over 600 at the wheels, all on a lowly 10psi of boost.

The ProCharger sounds every bit as good as it looks, but it wasn't without its packaging issues. "Fitting an F1 ProCharger in an LJ isn't easy," Lee admits. "We soon found out that a suitable off-the-shelf bracket didn't exist, so with a bit of head-scratching and careful measuring, Zoran came up with the initial design for a bracket, and Andrew at Bliss Custom Machining worked his CNC magic. The end product was phenomenal."

It's fair to say the Torana's engine bay is pretty phenomenal across the board. The ported Harrop single-plane inlet manifold has been smoothed, de-webbed, and ceramic-coated by Mark at Procoat, while the firewall-mounted brake booster and master cylinder set-up has disappeared, thanks to a Wilwood under-dash pedal box with a Mazda RX-3 reservoir tucked away inside the cowl. Prep'd Motorsport took care of the expertly crafted aluminium intake piping, while a Lowe Fabrications alternator bracket hides the alternator from view. Every hose is braided with anodised fittings, and every surface is either painted, polished or coated.

The engine is cradled in a set of Tuff Mounts and backed by a Protrans-built TH400 with a 4000rpm converter from The Converter Shop. The rear end is a shortened nine-inch with a Strange 3.5:1 centre and 31-spline Moser axles, anchored to the chassis via McDonald Brothers tubular trailing arms. The standard coil springs and shocks have been binned in favour of

THE LITTLE HOLDEN IS HANDY FOR A COMMENDABLE 800HP ON THE ENGINE DYNO

EXTERIOR:
Aside from a four-inch Alfa Motorsport reverse-cowl fibreglass bonnet and stretched guards to accommodate 27in tall rear tyres, the LJ's body is standard and resplendent in factory-style GTR war paint. The intercooler was powdercoated stealthy black, and reconditioned chrome and brand new glass was fitted all 'round

ENGINE BAY:
In its current state of tune, the ProCharged 355 makes 800hp at the crank on E85. "Right now it has a 70-tooth pulley on the crank and a 46 on the blower, which gives it about 10psi of boost," Lee says. "For every two teeth that you lose on the top pulley, you'll gain around 4psi"

UNDERCARRIAGE:
The car was tubbed to the rails, and Lee reckons it's enough to fit a 275 tyre. McDonald Brothers tubular trailing arms are a direct replacement for the factory items, and extra-short Spax coil-overs allow Lee to keep the top shock mount below the boot floor

BOOT:
The boot-mounted fuel cell and custom battery box were both powdercoated black. The cell holds 60 litres of E85 and Lee assures us that the car empties it in no time flat!

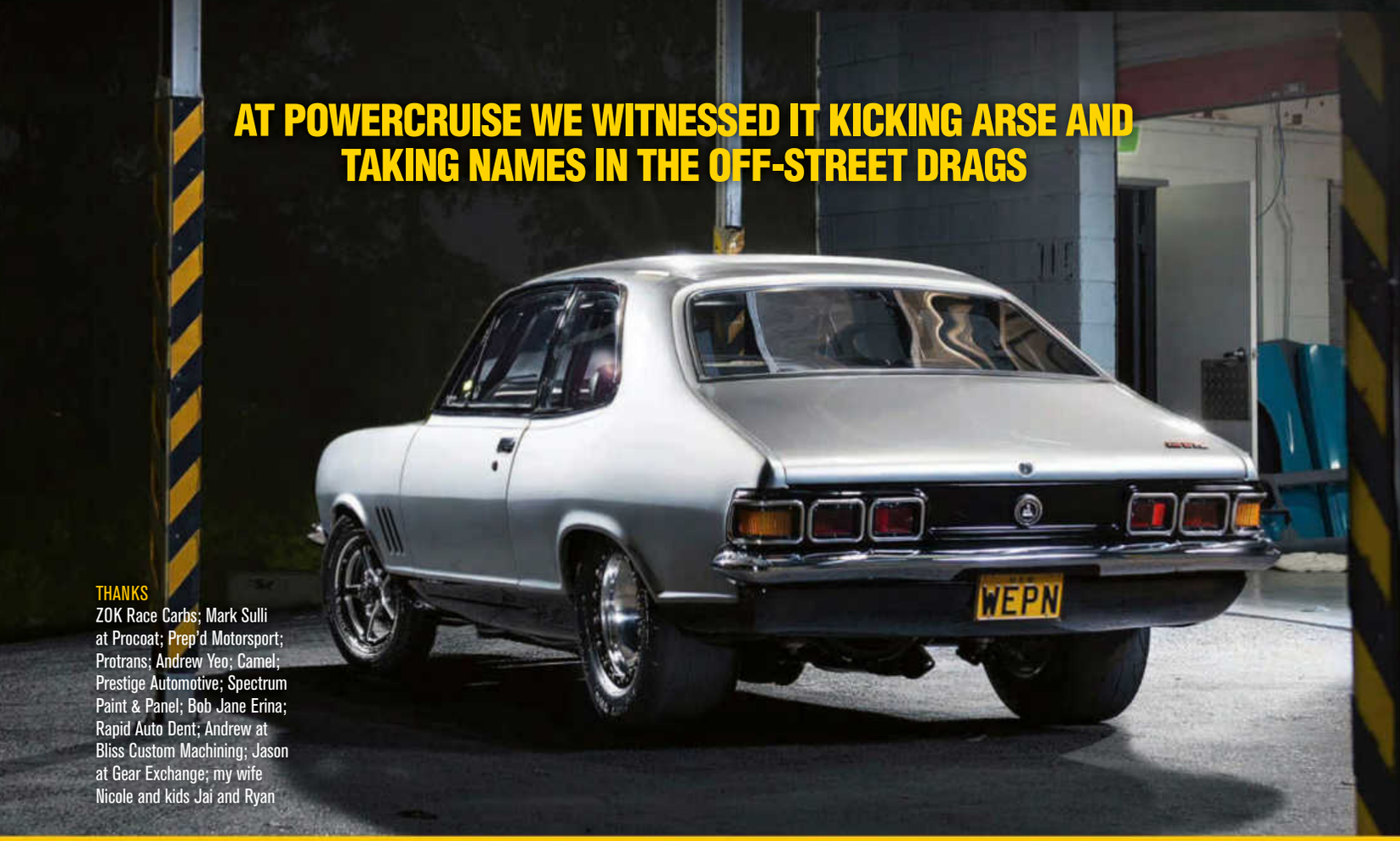
Spax adjustable coil-overs, which work to maximise weight transfer and give the Mickey Thompson 255/60/15 radials a fighting chance at maintaining traction. Weld AlumaStar wheels measure in at 15x3.5in up front and 15x8in down back.

The cabin is one area of the car that hasn't received much attention from Lee. The trim was in great condition when he bought the car, and as far as he knows it's still original. "The only thing that's been re-trimmed is the back seat when it was modified for the tubs," he says. "It's also had new headlining and carpet, but other than that it's all factory. I fitted Auto Meter Sport Comp gauges to the standard cluster, as well as a GTR steering wheel, RCI harnesses and a B&M Pro Ratchet shifter, and ACM Mechanical did the six-point ANDRA-spec 'cage."

The car still needs to be teched in its current form, but Lee battled traction issues and managed a 10.2@140mph before being given his marching orders from Sydney Dragway, just as we went to print. "It should go 9.50 if we can get it to hook," he says. "I'll work on getting it teched, then get out there and have another go."

Other than that, Lee occasionally drives the car to work, and loves giving it a hiding at Powercruise, where we witnessed it kicking arse and taking names in the off-street drags. Now that the LJ is complete, Lee's about to turn his attention to an LX hatch he has in the shed. "It'll be more of a streeter – something that I can take the wife and kids to Harry's in – but it's still gotta be tough!"

AT POWERCRUISE WE WITNESSED IT KICKING ARSE AND TAKING NAMES IN THE OFF-STREET DRAGS



THANKS
ZOK Race Carbs; Mark Sulli at Procoat; Prep'd Motorsport; Protrans; Andrew Yeo; Camel; Prestige Automotive; Spectrum Paint & Panel; Bob Jane Erina; Rapid Auto Dent; Andrew at Bliss Custom Machining; Jason at Gear Exchange; my wife Nicole and kids Jai and Ryan

LEE MURRAY
1973 HOLDEN LJ TORANA

Paint: PPG Toyota Aurion Silver

ENGINE

Brand: Holden 355ci V8
Induction: 950cfm ZOK Race Carb, Harrop single-plane manifold
Supercharger: ProCharger F1
Heads: Yella Terra –9
Camshaft: Crane hydraulic-roller, custom grind
Conrods: Compstar H-beam
Pistons: JE forged
Crank: Scat billet
Oil pump: Modified
Fuel system: Aeromotive A1000 pump, Aeromotive fuel log and reg
Cooling: PWR radiator, twin 12in SPAL fans, CSR water pump
Exhaust: Custom tri-Y 1 7/8in headers, twin 3in exhaust
Ignition: MSD 6AL, MSD Pro Billet dizzy, MSD blaster coil

TRANSMISSION

Gearbox: Protrans Turbo 400
Convertor: Converter Shop 4000rpm
Diff: 9in, Strange centre, 3.5:1 gears, 31-spline Moser axles

SUSPENSION & BRAKES

Springs: Pedders (f), Spax coil-overs (r)
Shocks: Pedders 90/10 (f), Spax coil-overs (r)
Brakes: HQ discs, Outlaw four-piston calipers (f), VN Commodore discs and calipers (r)
Master cylinder: Wilwood pedal box

WHEELS & TYRES

Rims: Weld AlumnaStar; 15x3.5 (f), 15x8 (r)
Rubber: Mickey Thompson; 24x5 (f), 255/60/15 (r)

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The '63 Dodge Phoenix took up plenty of road as it circulated around Mount Panorama. This was particularly noticeable across the top of the hill, where overtaking by other cars required some desperate measures at times, as shown by this Mini Cooper S at Reid Park

MOPARS ON THE MOUNTAIN

FOR MANY AUSSIE RACERS IN THE LATE 60s AND EARLY 70s, IT WAS MOPAR OR NO CAR. MARK OASTLER PAYS TRIBUTE TO CHRYSLER'S RACING HISTORY AT MOUNT PANORAMA

PHOTOS AUTOPICS.COM.AU

The R-Series Valiant driven by Vic Croft and Wal Gillespie in the 1962 Armstrong 500, the last to be held at Phillip Island before the race moved to Bathurst. This was Chrysler's debut appearance in the race, and the Croft/Gillespie car came a creditable fourth in class

IT IS something of a sore point amongst Chrysler fans that a Valiant was never able to clinch victory at the Bathurst 1000, but the marque has a proud history at Australia's great race nevertheless and the Vals certainly gave the annual 500-mile production car races at Mount Panorama in the late 1960s and early 70s a good shake with the legendary Hemi Pacers and R/T Chargers. But some may not be aware that Chrysler's involvement in 'The Great Race' started during the formative years of the 500, at Victoria's Phillip Island Raceway, when the original R- and S-Series Valiants made their debut in the 1962 Armstrong 500.

When the race moved to its permanent home at Mount Panorama in 1963, Chrysler Australia products enjoyed immediate class success. It was a trend that would continue through the 1960s, as the cars got faster and the local Chrysler factory raised its level of involvement to unprecedented heights. So come with us as we reflect on some of Mopar's finest Mountain moments.

VALIANT AP5

WHERE IT ALL BEGAN. The lone AP5 shared by Tony Allen and Tony Reynolds leads a frantic pack of Ford Cortinas through the dauntingly fast McPhillamy Park corner, on its way to an excellent class win in the 1963 Armstrong 500 – the first to be held at Bathurst

THE release of the 'new look' Valiant AP5 in May 1963 was well timed for the first Armstrong 500 held at Bathurst in October. The new Valiant's styling was less ostentatious than its R- and S-Series predecessors, but under the bonnet still beat the same punchy 225ci slant-six heart with its class-leading 145hp.

No surprise, then, that an AP5 was entered for the first Bathurst 500, shared by Tony Reynolds and Tony Allen. With the field broken up into four classes based on retail prices, the big Valiant shared Class D with the most expensive cars in the race, including Ford's latest Zephyr Mark III.

Being a works-entered car, the 156ci straight-six British Ford was expected to be a hot contender for class honours. It was on course for victory too, until a blown tyre on the last lap allowed the surprised Valiant crew to sweep past to a class win and outstanding fourth place outright, beaten only by two Cortina GTs and an EH Holden S4. Chrysler's Bathurst heritage was born.

Check out those skinny tyres! This shot of the Allen/Reynolds AP5 shows how hard these boys were pushing during the 1963 Armstrong 500, hammering through the notorious Dipper on three wheels. Note how the driver is pressed into the door due to a combination of cornering g-forces, a slippery vinyl seat and the standard lap-sash seatbelt

The mighty VC Valiant V8s cleaned up the big car division in the 1966 Gallaher 500. The Boddenberg/Cooke VC seen here had only minimal pre-race prep: harder sintered-metal linings fitted to its four-wheel drum brakes; an engine tune-up; the Torqueflite filled with Castrol heavy-duty trans fluid; hubcaps removed and wheels fitted with steel-belted radials. Otherwise, she was showroom-stock

VC VALIANT V8

THE much-trumpeted arrival of the 273ci small-block V8-powered AP6 in August 1965 raised the bar for Mopar. And with Chrysler's superlative water-cooled A904 Torqueflite three-speed auto transmission, the new Valiant represented a smooth yet spirited sub-17-second performance package.

But insufficient numbers of the new Valiant V8s had been built and sold to be eligible for the '65 race. There were no such problems in 1966 for the new VC V8 though, which was basically a facelifted version of the AP6. The VC could not race with the model's desirable front disc-brake option, though, as not enough had been sold.

Two of the new VC V8s were entered in Class D ($2701-$4000) of the 1966 race (now renamed the Gallaher 500) – one for Jack Nougher and David O'Keefe and the other for Alton Boddenberg and Digby Cooke.

The Valiants were mighty quick in practice, qualifying second- and third-fastest in Class D. They had plenty of straight-line punch, exploiting their bountiful V8 torque on the long climb up the mountain and whistling down Conrod Straight at 120mph (192 km/h), which was a stunning top speed for a standard family car of the day.

The Valiant drivers also worked out that they would have to rely on the tank-tough Torqueflite transmission to help slow the cars at the end of Conrod Straight each lap, to save wear on the feeble drum brakes. This required shifting back to '2' at around 95mph (150km/h) to allow powerful engine braking to take effect. Amazingly, the Torqueflite could take this kind of punishment all day without complaint.

The Valiants combined their raw speed advantage with excellent reliability in the race, slippin' and slidin' around the mountain for more than seven hours to score a convincing 1-2 finish in Class D. They also scored 10th and 11th outright, making them the first non-Minis to finish behind a swarm of hot Cooper S cars that filled the first nine places.

It was a mighty performance from the vinyl-roofed VCs, back in the days when they raced stock-standard road cars at Bathurst and 'win on Sunday, sell on Monday' really meant something.

The Class D-winning VC Valiant V8 shared by Jack Nougher and David O'Keefe runs neck-and-neck with a V8 Studebaker Lark, as the huge field of 50-plus cars thunders into Hell Corner moments after the start of the 1966 Gallaher 500. It's sobering to compare this with today's Bathurst starting grids, which have half the number of cars. There's nothing 'super' about that!

1963 TD2 DODGE PHOENIX

IF YOU had to list some likely Bathurst contenders in the 1960s, a lumbering American land yacht with four-wheel drum brakes, push-button auto transmission and slippery vinyl bench seats would not be top of the list – or even on the list. Which makes the one-off appearance of a 1963 Dodge Phoenix sedan in the 1967 Gallaher 500 such an intriguing episode.

The only time a Dodge competed in the 500, the Phoenix left an army of pre-race critics dumbfounded, after drivers Barry Sharp and Lindsay Derriman wallowed around Mount Panorama for 118 trouble-free laps to finish 19th outright and 12 laps behind the winning XR Falcon GT.

The 1963 Dodge Phoenix TD2 was a big car by Australian standards, sitting on an expansive 119-inch (3023mm) wheelbase with an overall length just under 5.3 metres. Compared to the latest XR Falcon GT, the Dodge was more than 200mm longer in wheelbase and more than half a metre longer overall. And with a kerb weight exceeding 1.6 tonnes, it was a whopping 200kg heavier.

Powered by Chrysler's torquey A-series 318ci 'Poly' V8 (a term which described its semi-hemi or 'polyspherical' combustion chambers), the '63 Phoenix offered a stomping 230hp under the right foot. This even eclipsed the 225hp of the new XR GT's 'Mustang-bred' 289ci V8 that was being widely trumpeted at the time.

Even so, although the Dodge's A727 Torqueflite three-speed auto was renowned as one of the finest self-shifters in the business, it was no four-speed manual. And, most critically, the big American sedan was hobbled by tiny 11-inch drum brakes, which would need some help if they were going to survive.

This required some 'hush-hush' modifications to the Torqueflite, so that it would change down to '2' at a pre-set road speed and allow the big 318's engine braking to provide most of the car's retardation at the end of Conrod Straight each lap. It worked a treat, and the brakes only needed one scheduled change of front linings during the race.

Once Sharp and Derriman worked out their braking points and got used to holding themselves in place through corners on the big vinyl bench seat, the Phoenix proved easy and comfortable to drive. The Poly 318 was a big, smooth workhorse-type engine with plenty of torque, so there was never a need to rev it hard. The big American cruiser didn't miss a beat all day.

Car owner and entrant John Barnard had a smile from ear to ear after finishing his first Bathurst 500. His car had scored a place in the Top 20 and finished two places ahead of the only other V8 automatic in the race – an XR Falcon 'police pursuit' prototype being evaluated for highway patrol duties by a pair of 'off-duty' constables. This was definitely one for the Mopar record books.

The TD2 Dodge Phoenix, driven by Barry Sharp and Lindsay Derriman, leads one of the new XR Falcon GTs shared by Ian and Leo Geoghegan through Murray's Corner in the 1967 Gallaher 500. Apart from stealthy work on the tranny, the Dodge's only other pre-race prep included an engine tune-up, slightly lowered suspension and a set of new Michelin XAS steel-belted radials pumped up to rock-hard pressures

VF PACER 225

Although not an outright contender in Series Production racing, the VF Pacer did enjoy some class success, as highlighted by two dealer-backed cars that finished 1-2 in Class C in the Datsun Three-Hour race at Sandown Park in 1969. This is the lone VF Pacer shared by Chrysler works driver Graham Ryan and motoring journalist Mike Kable, which scored a Top 20 finish at Bathurst that year. The big 'tombstone' front passenger seat was fully reclined onto the rear seat, to stop its high backrest from obscuring the driver's peripheral vision in racing

CHRYSLER launched its new budget-priced VF Pacer 225 in March 1969, tailor-made for drivers who wanted a sporty but rugged and practical four-door sedan that didn't cost the earth to own and insure.

Under the bonnet was a unique high-compression 175hp version of the corporation's long-lived 225 slant-six, which at the time was still the most powerful six-cylinder engine made in Australia. The Pacer's plentiful torque and spirited acceleration produced sub-18-second standing quarters, although it was hindered on starts by the relatively tall 2.95:1 first cog in its three-speed gearbox.

With a manual floor shift, lowered suspension, optional 279mm front disc brakes, a front anti-sway bar, tachometer, special wheel covers, racing stripes and decals with a choice of bright colours, the VF Pacer 225 was an excellent all-round performance package for the money.

A privately entered Pacer was one of the top class contenders at Bathurst in 1969, even though the 1340kg sedan was handicapped by a bigger appetite for tyres, front brake pads and fuel than its smaller Mini Cooper S and Fiat 125 rivals. The slant-six Valiant finished fourth in class and 17th outright, but there were bigger plans just waiting to be hatched.

Mike Kable (left) and Graham Ryan at Sydney's Amaroo Park, posing for some publicity shots prior to their 1969 Bathurst outing in the new VF Pacer

The VG Hemi Pacer attracted some star driving talent in 1970, including newly crowned Australian Touring Car champion Stormin' Norm Beechey, who was also a Chrysler dealer at the time. After finishing third outright at the Sandown Three-Hour race, Beechey teamed up with Bruce Hindhaugh in this factory-prepared four-barrel Pacer at Bathurst that year. Unfortunately the Shell-sponsored car retired early with engine trouble

VG HEMI PACER

THE slant-six Pacer enjoyed enough class success in 1969 to get Chrysler more involved with Series Production racing and prompt development of a much hotter Pacer the following year.

The VG 'Hemi' Pacer was launched in March 1970. The biggest change was under the bonnet, with Chrysler's all-new 245ci in-line six boasting the most marginal of hemispherical combustion chambers, a robust seven-bearing crank and the latest in thin-wall casting techniques to keep the weight down.

The VG Pacer had the hottest variant of this engine, with a two-barrel carb and close to 200hp. Then in August 1970, just in time for Bathurst, it was joined by an even more powerful version with a big 400cfm Carter four-barrel on a six-branch manifold, which bumped up the Hemi six's power output to 211hp.

Chrysler, now seriously bitten by the racing bug, also released a series of factory option packs that could turn the two-barrel and four-barrel VG Hemi Pacers into nothing less than thinly disguised Bathurst race cars for the road.

The E31 Two-Barrel Track Pack and E34 Four-Barrel Track Pack options came loaded with numerous modifications to engine, transmission and chassis to improve performance and durability under the stress of competition.

For really serious racers, there were two more high-performance options available to those who had already ordered the E31 or E34 Track Packs. The A84 Competition Pack included track-only upgrades of suspension hardware and brake cooling, plus a close-ratio three-speed 'box with a stronger tailshaft to withstand the expected abuse off the start line.

And, if these hopefuls wanted to win at Bathurst, the final option box to tick was J42, which was a huge 35-gallon (159-litre) fuel tank mounted in the boot directly above the rear axle, with a flip-top fuel filler cap mounted on top of the left-rear quarter panel.

In their first and only appearance at Mount Panorama, the Hemi Pacers were mighty impressive. If not for the cruel luck of a flat tyre on the last lap, Chrysler works driver Doug Chivas was on course to beat all the Torana XU-1s in Class C and finish a sensational third outright behind the works Falcon GTHOs. Don Holland's XU-1 passed the Valiant during its tyre change to steal those accolades, but the two-barrel Pacers still finished second and third in class and fourth and fifth outright.

The four-barrel version also had a great day, with Peter Brown and Bathurst veteran Des West crushing their feeble opposition to not only lead the race outright at one stage but also win Class D by a whopping margin of six laps. They finished seventh outright.

Mopar on the move. Des West and Peter Brown upheld Chrysler honours at Bathurst in 1970, scoring a runaway class win in this works four-barrel. The VG Hemi Pacer was more than just a development mule for the R/T Charger that followed; the fact that it could give the much smaller and lighter LC Torana GTR XU-1 a run for its money proved what a great performance package it was in its own right

To Chrysler Australia's eternal credit, it signed up some of the best driving talent in the country to ensure its Hemi Pacer competition program was as successful as it could be. Leo Geoghegan (left) was heavily involved behind the scenes in the development of both the Hemi Pacer and R/T Chargers. His colleagues (from left to right) included Graham Ryan, Des West and Doug Chivas – all gun race drivers in their own right

CHARGER R/T E38 HEMI SIX-PACK

Chrysler mounted a serious attack on the 1971 Hardie-Ferodo 500 at Bathurst with its new Charger R/T E38. Three works cars were supported by numerous dealer-backed and private entrants in a show of Pentastar force never seen before. Here the works car of Leo Geoghegan/Peter Brown leads the Doug Chivas/Graham Moore team car through The Dipper. Geoghegan and Brown were the highest-placed Charger drivers in the race

CHRYSLER Australia proved how serious it was about trying to knock off Ford and Holden on the racetrack when it launched the hot R/T variant of its new VH Charger two-door coupe in August 1971.

With a choice of bright colours, overt black-out paint treatments, quartz halogen driving lights and a special instrument panel, the R/T or 'Road and Track' name alerted enthusiasts to its dual personality.

And what lurked under the bonnet really got pulses racing. A bored-out version of Chrysler's 245ci Hemi six boosted the R/T's capacity to 265ci, which in base R/T specification with a two-barrel carb was rated at 218hp.

Next step up was a hotter R/T variant carrying factory option code E37. This was in effect a milder 'Road' version of the full-house E38 'Track' car, equipped with a trio of 45mm DCOE Weber twin-choke sidedraughts mounted on a unique cast-aluminium manifold. This had been created with the assistance of Weber engineers in Italy, and no major Aussie car maker had ever adopted such an elaborate and exotic induction system. It certainly had the go to match the show, with the E37 option boosting the Hemi six's power output to 248hp.

Top rung of the R/T performance ladder was the E38, with an engine unashamedly designed and built by the factory as a turn-key Bathurst race engine. Armed with a hot cam and tougher internal and external hardware, the E38 was rated at 280hp but was still hobbled off the start line by a three-speed BorgWarner 'box, as no locally made four-speed was available.

The A84 Track Pack included a more direct 16:1-ratio steering box, Sure-Grip LSD rear-axle assembly with a choice of 3.23:1 or 3.50:1 diff ratios, lightweight 14x7in cast-alloy ROH wheels, revised brake package with thicker front disc rotors and finned rear drums, adjustable rear leaf spring mountings to aid suspension tuning, and of course the huge 35-gallon Bathurst fuel tank, with fillers on both sides this time.

The R/T E38 certainly looked the goods, but a shortage of race development time meant the new Chargers went to their first Bathurst 500 in 1971 without having run crucial race simulations to determine fuel consumption and brake/tyre wear. The Charger's relatively short 105-inch wheelbase and high centre of gravity with a full tank of fuel also made its handling twitchy at high speeds.

Works driver Leo Geoghegan qualified fastest of the 10 R/T E38s entered (and ahead of all the Torana XU-1s) to be quickest in Class D ($3151-$4350). Geoghegan was also the highest-placed Charger in the race, finishing second in class to Colin Bond's HDT XU-1 and seventh outright. Only two of the 10 Chargers that started the race did not finish, in what was an impressive debut for an all-new car at Bathurst.

CHARGER R/T E49 HEMI SIX-PACK

A dealer-entered Hemi Charger, if well prepared and thoughtfully driven, could perform well against the top-shelf factory cars at Bathurst. This is the R/T E38 entered by Wal Truscott Motors in the 1971 race, which Bob Beasley drove solo for the entire 500-mile distance to finish 10th outright and first of the non-factory Chargers to finish

THE second and final competition version of the R/T Charger was the E49, released in June 1972. Like its E37/E38 predecessors, it was also available in a milder E48 road version.

The E49 was a sensation. It was the most powerful production six-cylinder car of its time, which straight off the showroom floor could scorch the strip with a 14.5-second standing quarter. That made it the fastest-accelerating sedan produced by The Big Three.

The E49 was the definitive version of the R/T breed, with a more powerful big-cam version of the Hemi Six-Pack rated at 302hp. And a long-awaited BorgWarner single-rail four-speed gearbox finally gave frustrated Charger racers the low first gear they had always wanted for race starts, with a prominent '4' displayed on the body's vertical side-stripe to prove it.

Unfortunately the ultimate R/T Charger (like the E38) went to Bathurst in 1972 short on racetrack development, as a result of the 'supercar scare' that killed off Chrysler's competition program and cast the E49 adrift before the Bathurst race with no works support. Such a great car deserved better.

The best-performing Charger was another dealer-backed E49 driven by race and rally veteran Doug Chivas, who finished third outright after a masterful solo drive. If not for a bungled pit stop, he could have finished even higher.

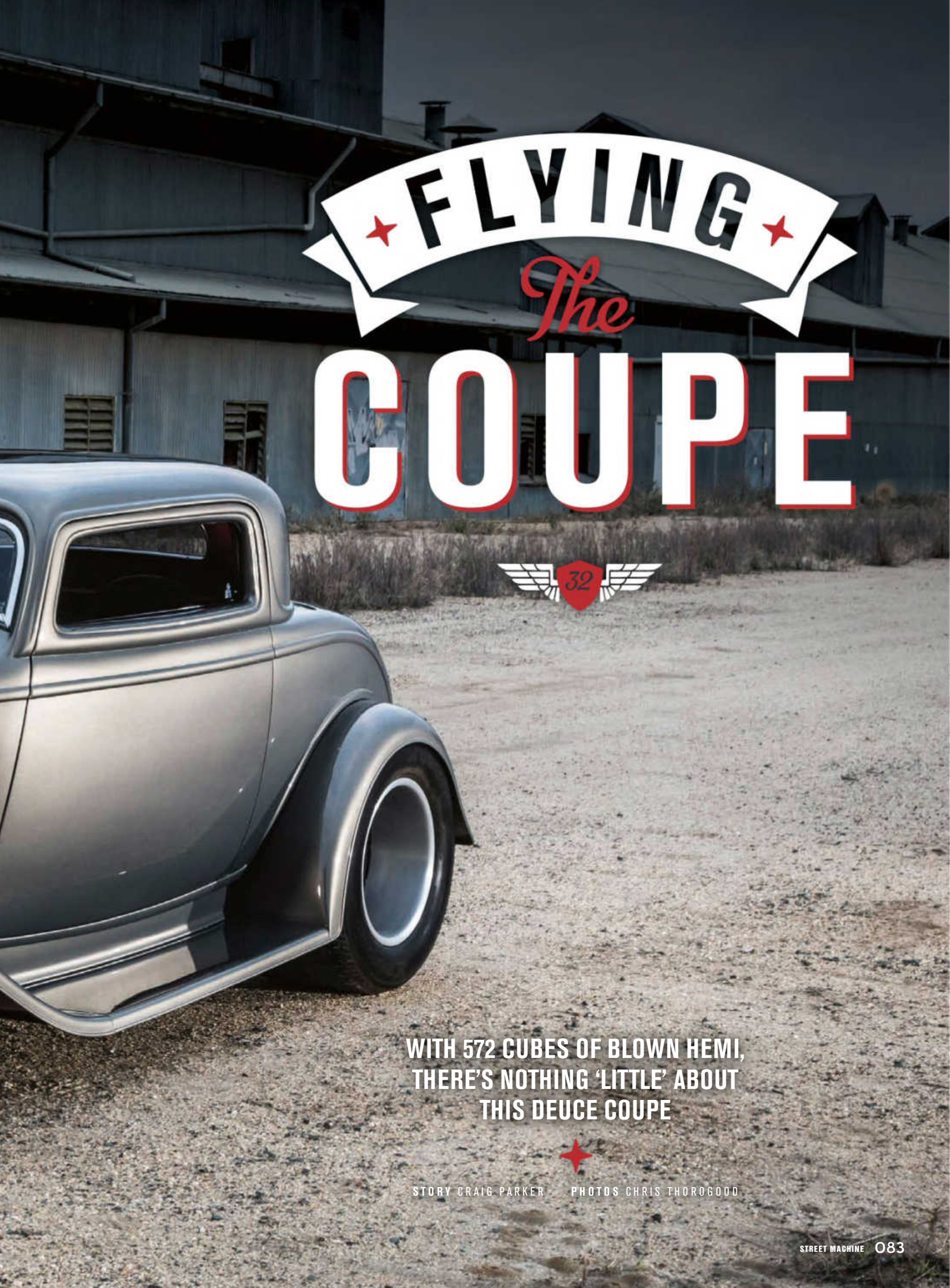
Leo Geoghegan chats with Chrysler competitions boss John Ellis (left) and engineering staff during development of the R/T Charger at South Australia's Mallala Raceway in 1971. Geoghegan's contribution to the Hemi Pacer and Charger development programs was substantial, but he was frustrated by the company's commitment to high local content in its cars, which hampered their racing performance

Leo Geoghegan in a dealer-backed R/T E49 made a huge performance gain at Bathurst in 1972 by qualifying sixth-fastest and only 3.3 seconds adrift of Allan Moffat's pole-sitting Falcon GTHO Phase III. Leo also showed impressive pace in the early wet part of the race and led outright at one stage. However, time lost due to a faulty starter motor and a misfire at high revs saw him finish fourth

The brilliantly versatile Doug Chivas holds the distinction of scoring the best outright result for Chrysler in the Bathurst 500, by finishing third aboard this dealer-backed Charger R/T E49 in 1972. Chivas drove the entire race solo, with a driving technique tied to specially tuned Weber carbs that would require only one fuel stop. Sadly his clever race-winning strategy was ruined when wheel nuts became jammed during that pit stop. It was a cruel blow

This is the privately entered Charger R/T E49 shared by Lawrie Nelson and Tony Roberts, 'charging' down through the Esses in the 1972 Hardie-Ferodo 500. Unfortunately, it had to retire with clutch trouble

This is the works Charger R/T E38 driven by Leo Geoghegan and Peter Brown to second place in Class D and seventh outright in the 1971 Hardie-Ferodo 500



FLYING The COUPE

32

WITH 572 CUBES OF BLOWN HEMI, THERE'S NOTHING 'LITTLE' ABOUT THIS DEUCE COUPE

STORY CRAIG PARKER **PHOTOS** CHRIS THOROGOOD

HERE'S a story I bet you've never heard before: "I set out to build a simple, tough hot rod, and things got out of control."

Chris Thomas, the owner of this ballistic Hemi-powered '32 three-window, blames Norm Longfield. "He got me hooked on Hemis when I helped him with his blown Hemi Willys years ago," he says. "He took me for few laps at Summernats and I've also gone for a ride in 'The Boat'. They're the most powerful things I've ever been in."

Having sampled the forbidden Hemi fruit, the original plan for a simple, blown small-block for his '32 got heaved out the window and Chris went on a Hemi shopping spree. By the time he was done, his checkout cart included an Indy Maxx alloy block, Indy Legend heads, Callies crank, Ross forgies, Howards roller cam, MSD ignition, Hampton 8/71 pump and Hilborn Shotgun scoop converted to EFI.

To screw it all together, Chris wanted someone who knew their way around tough Hemis, so he knocked on Maurice Fabietti's door. In between building some of Australia's quickest Top Alcohol and Doorslammer engines, Fabietti Race Engines punched the alloy block out to 572 cubes and proceeded to fill it with all the goodies Chris had painstakingly collected. The Hampton's only pushing 5psi boost, but thanks to the fettled heads, monster cam, good compression and perfectly square 4.5in bore and stroke, this thing's a complete animal.

"It's got a real 'rump-rump' to it," Chris says, "and turns the tyres with ease – it's so impractical. But when you're driving, people are sticking their heads out the window and taking pictures. It's priceless!"

With the engine sorted (and 110 per cent of the original build budget blown), the next challenge was slotting the elephant donk into the diminutive '32 Ford. How did they do it? "You use a bloody big shoehorn!" laughs Hemi Deuce's builder, Shane Rowe of Southern Rod & Custom. Part of the trick is the low-profile, billet Milodon oil pump with remote pick-up in the sump – which itself is a special low-profile piece that still holds eight litres. Even the filter is offset for more clearance.

Oh yes, and the coupe's also been stretched two inches, forward of the firewall, a common technique to give the '32 better proportions. Lilow

THE ROLLCAGE ISN'T FOR DECORATION – THAT STOUT HEMI CHURNS OUT ENOUGH FRAME-TWISTING TORQUE TO COIL YOUR TYPICAL HOT ROD INTO A PRETZEL

Simple and sanitary. Note the ‘punched hole’ treatment along the tops of the doors and the black interior accessories. Auto Meter Carbon Fiber-series instruments help keep tabs on the vitals

Surprisingly the Hemi is no longer than a big-block Chev, but it's a heck of a lot wider. Check out how far the rocker covers and those race-spec blower hold-down straps poke out past the body line

FAUX FIBRE

TO GIVE it that purposeful race-ready look, Chris had the cast-alloy Hilborn Shotgun scoop coated in carbonfibre-like material. "It came back with a full-on gloss finish," he says. "It looked terrible!"
Chris baulked at the cost of a genuine carbonfibre replacement, so Shane got a little creative. "I rubbed back the gloss and repainted it matte clear, to which I added a touch of gold tinter," he says. "It gives it that gold tinge that real carbonfibre has. It's very convincing; you have to get right up close before you can pick it's not the real thing."

ABOVE: That front-mounted tank is not just for show – it actually serves as the radiator overflow tank. Given the Hemi's thirst, even the 70-litre boot-mounted fuel tank gives the coupe a somewhat limited range

provided the rails, which SRC kicked in six inches at the rear then fully boxed, before adding in the crossmembers and a central X-member. One of those crossmembers anchors the four-link rear end, while another is an integral part of the rack-and-pinion-equipped Rod-Tech IFS.

Sitting on top of the beautifully detailed chassis is a Deuce Customs body that sports suicide doors and a three-inch chop. Knowing just about everything was going to be modified, SRC ordered the body minus firewall and floor, instead fashioning its own versions out of sheet metal.

To accommodate those meaty rear Hoosiers, the body was tubbed and the guards widened – which consequently required modification of the running boards. While he was at it, Shane shortened the rear guards four inches and routed the exhaust out through two cut-outs in the rear beaver panel; both changes clean up the look of the '32's rear end.

With body mods finalised (including the addition of a recessed fuel filler up on the shoulder), Shane got stuck into massaging the body into shape before laying on the flawless PPG Pearl Grey.

"I knew exactly what colour I wanted," Chris says. "Shane mixed up about five different options and sprayed out a few panels. I picked this one, which was also Shane's favourite. The gold pearl really shows through when it's out in the sun."

Up the front, that two-inch chassis stretch meant reaching for more resin and chopped-strand mat to lengthen those flowing front fenders. With that big hole for the Shotgun scoop, a traditional centre-hinged bonnet was never going to work. Instead, the hand-formed aluminium bonnet flips up like a modern streeter. Inspiration for this came from Les Lawry's green '32 roadster.

With 1000-plus Hemi neddies to contend with, the driveline needed to be as beefy as they come. To that end, a Neal Racing Powerglide with a 10¼-inch 3800rpm TCE stall converter is connected to a 35-spline Currie alloy nine-inch by a four-inch tailshaft with billet yokes at either end.

The width of the Hemi donk made header fabrication a nightmare. "Fabietti wanted 2⅞-inch pipes," Shane says, "but there was no way such a big pipe was going to fit down past the rails. I had to go 2⅛; however I don't think anybody will miss the slight drop in power."

To keep the coupe from spearing off into the countryside, the braking department features dinner plate-sized vented rotors clamped by four-piston Wilwood calipers. These are actuated by a Wilwood master cylinder/booster combo that is tucked up under the dash. Chris's feet push on custom billet brake and throttle pedals with a distinctive multiple-hole design, a theme that's been employed throughout the rod.

Minimalist and classy are terms not typically used to describe the same interior, but Hemi Deuce nails it. It's as spartan as can be: fixed-back racing buckets, four-point harness, collapsible column, simple array of gauges, Lokar Lakester-series window cranks and doorhandles, bugger-all switches to speak of – that's about it.

Using slick stitchwork, dozens of round black eyelets and several oxblood-dyed cowhides, Mick Carter from Mick's Custom Interiors added the elegant upholstery. The injection-moulded RCI race buckets normally come with sliding mounts, but the top of Chris's noggin was touching the

As Chris says:

"Everybody loves a Hemi"

Combine this with his desire to build something that was a radical stand-out, and you suddenly end up with a wild, blown Hemi-powered deuce. "I unveiled it at Springnats and got a lot of nice comments," he says. "You don't have to be into cars to appreciate this."

hoodlining due to his lofty, six-foot-plus frame – the buckets are now bolted directly to the floor.

The rollcage is anything but decoration. That stout Hemi churns out enough frame-twisting torque to coil your typical hot rod into a pretzel. Installing a 'cage that still enabled the body to be removed called for some clever thinking. It all bolts together using NHRA/ANDRA-spec interlocking tube couplers. The 'cage extends out through the firewall, all the way to the front, as well as back into the trunk.

Typically, rods with such monster rear meats drive like a pig. "Normally they walk around on the tyres, the bum starts moving around," Shane says. "This drives really nice, just with stupid amounts of power. First time it went out the gates, it left a pair of blacks that are still there."

On the subject of more than enough grunt, you might be surprised to learn this is Chris's first blown car – what a way to pop your cherry!

Chris's thoughts?

"It's got a lot of power; it'll get away from you real quick. I haven't stood on it yet. After tuning it, Jake from Jake's Performance gave it a quick stab and it instantly blazed the tyres. I said: 'Ooh, Christ!' I'm working my way up to it."

So what does the future hold for Hemi Deuce?

"Everything's for sale at the right price," Chris says. "If I did sell, I'd build a tough pro tourer. Otherwise I'll just enjoy scaring the crap out of myself with this."

IT'S GOT STUPID AMOUNTS OF POWER. FIRST TIME IT WENT OUT THE GATES, IT LEFT A PAIR OF BLACKS THAT ARE STILL THERE

If the lump up the front doesn't spell things out enough for you, those fat rear meats send a loud, clear message that this is one hot rod not to be messed with

THANKS:
Shane, Matt and all the gang at SRC; Showwheels; Rob Campisi; Alan Anderson Transport; TCE Converters; Andy at Hilborn; George at Speedomotive; Jacob, Les, Ant, Pez, Graham and Denis for their invaluable help

CHRIS THOMAS
1932 FORD THREE-WINDOW COUPE

Colour: PPG Pearl Grey

GRUNT

Engine: 572ci Hemi
Block: Alloy Indy Maxx
Heads: Indy Legend
Blower: 8/71 Hampton
Injection: Hilborn Shotgun EFI
Crank/rods: Callies forged/Howards billet steel
Pistons: Ross forged
Cam/rockers: Howards/Crane rollers
Ignition: MSD
Exhaust: SRC headers, Magnaflow mufflers
Cooling: PWR alloy radiator
Preferred fuel: 98 PULP with octane booster
Power: More than enough

DRIVETRAIN

Gearbox: Powerglide with Reid case
Converter: TCE 10¼in ProRace 3800rpm stall
Diff: Currie alloy 9in, Detroit Locker, billet yoke
Axles: Moser 35-spline

CHASSIS

Suspension: Rod-Tech IFS (f), four-bar (r)
Steering: Flaming River rack-and-pinion
Brakes: Vented rotors, Wilwood four-piston calipers (f & r)
Master cylinder/booster: Wilwood

INTERIOR

Trim: Oxblood leather
Seats: RCI fixed poly
Wheel: Billet Specialties Lakester
Shifter: B&M Stealth Pro Ratchet
Harness: Simpson four-point
Gauges: Auto Meter Carbon Fiber

RIMS 'N' RUBBER

Rolling stock: Showwheels Intro V-Rod (f & r)
Boots: Hoosier; 26x7.5x17 (f), 31.5x13.5x17 (r)

OUT TO LAUNCH

WE FOLLOW THE AUSTRALIAN PRO STREET ASSOCIATION CIRCUS NORTH TO BENARABY RACEWAY

STORY SCOTT TAYLOR **PHOTOS** STEVE KELLY & BLAKE WILLIAMSON

SS/A
2567
Hoosier

STRAPPED into my seat I nervously wait as the turbines spool up, the revs build and the engines start to scream. The pilot side-steps the brake and we fire down the runway, piling on the g-forces. The wheels then leave the ground and we swing north towards Benaraby Raceway, near Gladstone in Queensland, where the cars would be launching significantly harder than the Qantas 737-800 I was riding in.

The APSA Championship is always tight, but it was made that little bit tighter when the second round at Willowbank was washed out and the planned third round at Calder was cancelled. This turned the six-round championship into a four-round battle; making Benaraby all the more important to those looking to score a big trophy at the end of the year.

Naturally it was sprinkling at Gladstone Airport upon arrival, and things looked even worse when I woke up the next morning and prepared to head out to the track.

APSA promoter Peter Pisalidis was also looking nervously at the sky on Saturday morning. "I've got to say I was a bit disappointed in the weather," Peter said. "I woke up early in the morning and it was absolutely pelting down. But we all agreed that we would do everything that we could to make the meeting happen."

The racers themselves didn't seem too concerned. Most had their marquees up and were busy preparing their cars for some track time, even though the rain was still pouring down just inches away. They'd come from all the way up and down the east coast, with more than a few making the day-long trek from Melbourne, Sydney and Brisbane. Others came down from Far North Queensland to have a crack at the 'southern racers'.

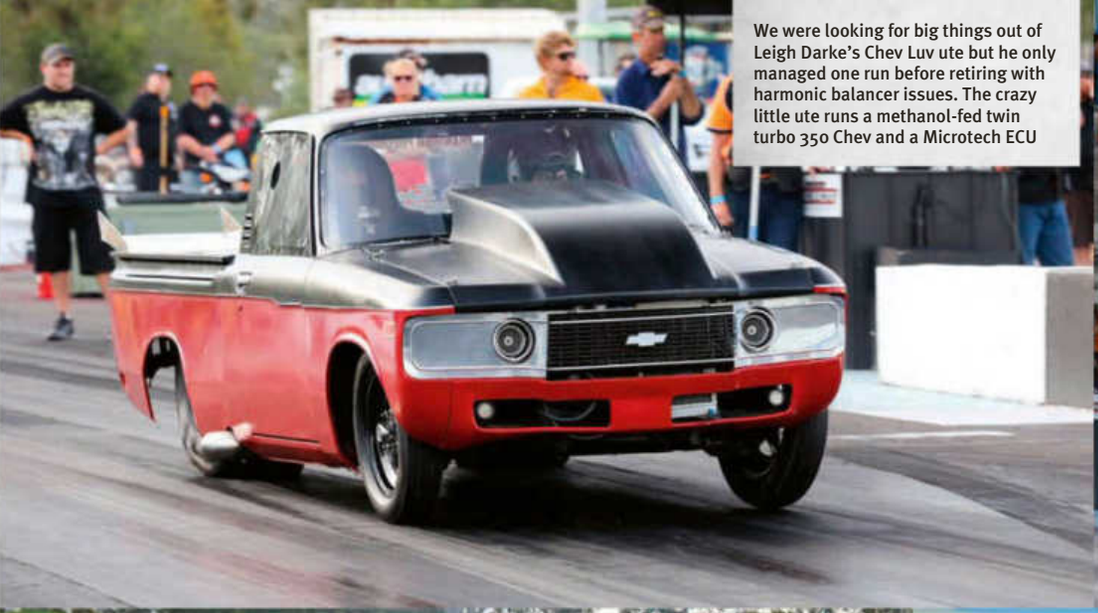
Some fields were small with only a couple of cars, while others (like X275) had a cracking turn out with more than 10 cars battling it out for a place in the final. And even though Benaraby is a quarter-mile track, all the APSA classes (other than the Dial Your Own bracket) were run over the eighth mile. Some racers actually prefer this format.

"It's easier on cars and parts," Perry Bullivant sid. "I'd prefer if all the meetings were run over the eighth to be honest."

Perry's slowly getting a handle on his relatively new 665ci nitrous combo. He's gradually tipped in more and more nitrous into the combo that he reckons can handle up to 1000hp worth of giggle gas. At the moment he reckons he's at somewhere between 400 and 500hp. But he had some

MOST RACERS WERE BUSY PREPARING THEIR CARS EVEN THOUGH THE RAIN WAS POURING DOWN JUST INCHES AWAY

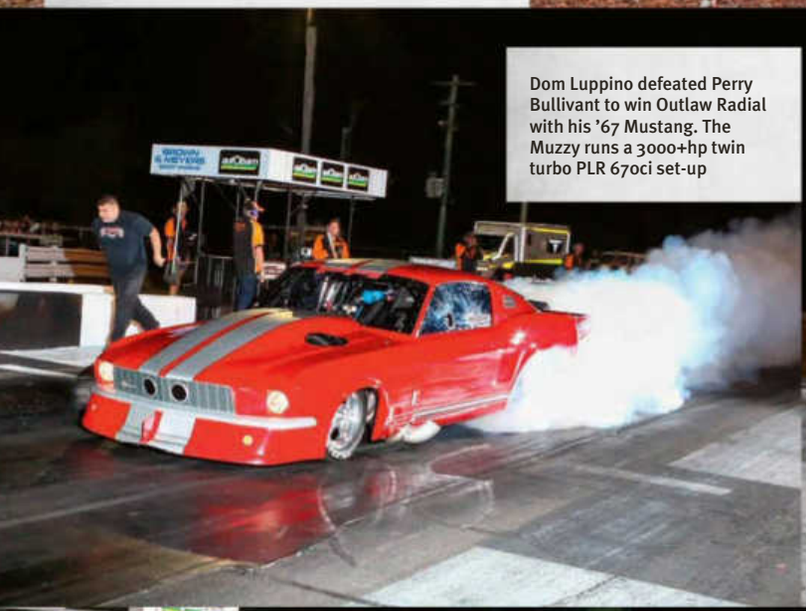
We were looking for big things out of Leigh Darke's Chev Luv ute but he only managed one run before retiring with harmonic balancer issues. The crazy little ute runs a methanol-fed twin turbo 350 Chev and a Microtech ECU



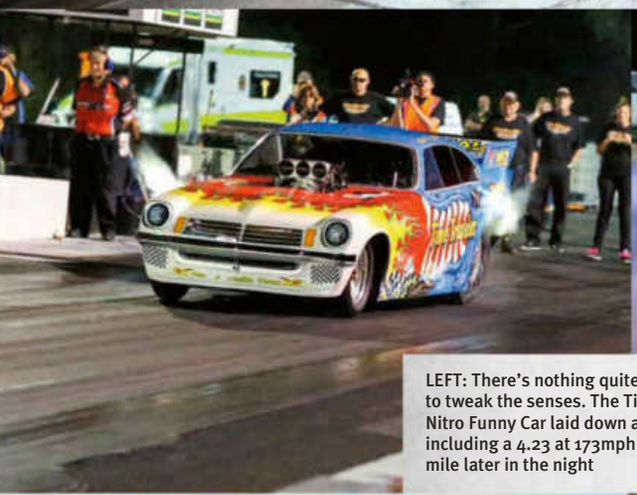
ABOVE: It's not enough to be good with the spanners any more; you also need to know your way around a laptop these days
BELOW: Nitrous was popular up north. We swear so much giggle gas was purged into the atmosphere everyone was feeling a little giddy. Adam Smolders gave his 400ci Chevy-powered Capri plenty in Pro Street Blown, but not enough to make the finals

LEFT: More thongs than the Miss America pageant. Early showers put the event in doubt but the rain moved on by midday and the organisers and officials managed to rescue the meeting. Well done guys!
BELOW LEFT: Scott Cortina certainly has his nitrous big-block HG Kingswood sorted out. He was killing it over the 60-foot mark with 1.17 second short times and made a decent showing in Outlaw Radial despite the fact he was only running on 275s with a leaf-spring rear end

Clyde Slaughter's LS1-powered EJ ute caught our attention. He arrived towing cool vintage caravan and then proceeded to run low 12s all day in the DYO class. It's gone a best of 12.06@114mph but Clive wants to tow his caravan to the track, run 11s and drive the ute home



Dom Luppino defeated Perry Bullivant to win Outlaw Radial with his '67 Mustang. The Muzzy runs a 3000+hp twin turbo PLR 670ci set-up



LEFT: There's nothing quite like some nitro to tweak the senses. The Time Traveller Nitro Funny Car laid down a couple passes including a 4.23 at 173mph over the eighth-mile later in the night

RIGHT: The Spot On Performance VL wagon was screaming in X275 thanks to some Toyota 2JZ power. The car has gone low eights but the boys have just upgraded the turbo to a GTX45 and they're hoping to run high sevens soon

Up from Queensland's Sunshine Coast Brian Ward had his TD Cortina out for its first meeting since the turbo upgrade. Up front there's a 500ci big-block Chev with a blow-through C&S methanol carb, but the massive GTX55R turbo is tucked up under the boot. The Corty has run 8.9 naturally aspirated, but the turbo set-up is the latest in a long series of hi-po combos for this car, which has been racing with a variety of different owners since the Surfers Paradise days

TERRY HAD THE VC COMMODORE DIALLED ALL THE WAY BACK TO STAY ABOVE THE 5.50 SECOND INDEX

Terry Seng proved unstoppable in X275 at Benaraby with the twin-turbo VC Commodore dialled back to produce a string of mid-five second runs, but he'll need an equally strong performance over the next two rounds to win the championship

ABOVE: Tony O'Connor is the heavy hitter in True Street these days and he had the wheels up on just about every launch. The brown bomber holds the current national record at 8.53@157mph, but almost lost the final with some uncustomary wheelspin against Dean Goodingham's XB ute

ABOVE RIGHT: Dave Hillman's 8/71 blown 540 Hemi-powered VG hardtop gave Mopar fans something to cheer about until it broke low gear in the Powerglide on it's first launch of the day. Bloody Chevy parts!

RIGHT: Straight after the *SM* cover shoot, Steve Bezzina shipped the twin turbo 427ci XW Fairmont north to Benaraby to continue his assault on the Outlaw Radial championship, but he had some tough competition from Dom Luppino and Perry Bullivant. At the moment Steve sits in second place inbetween Bullivant and Luppino

BELOW: Tony Webb narrowly missed out on the finals of X275 with his single-turbo 355ci Holden-powered LJ Torana. With a win at Portland and a bunch of round wins at Benaraby he's currently leading the X275 class with Dave Rogers in second and Terry Seng in third spot

real competition from the twin-turbo Fords of Steve Bezzina, Tim Cross and Dom Luppino in Outlaw Radial.

In the end it was Luppino's Mustang versus Bullivant's Torana in one of the best races of the night. After purging what appeared to be half a bottle of nitrous, Perry staged and the pro tree flashed; both cars launched simultaneously, but the power of the twin-turbo Mustang proved too much and Dom crossed the line in 4.83 seconds to Perry's 4.94.

Pro Street Blown saw Craig Hewitt and Dave Knightly go head-to-head in the final with their blown Holdens. Knightly knew he had to do everything he could to win against Hewitt's blown Hemi-powered CV8 Monaro, but he hit the gas in his VH Commodore just before the tree flashed and Hewitt still ran him down with a 4.48 second pass.

On the aspirated side of the table in Pro Street Unblown it was a two-horse race, with young gun Daniel List and his wheelstanding 1970 Nova up against the very experienced Chris Stevermuer and his big-block LJ Torana.

On paper it looked like an uneven match-up with List's Nova sporting 632ci against Stevermuer's 505ci combo, but the Torana was running consistent mid fives to the Nova's high fives. By the time the final rolled around the List family were a bit nervous about how hard the Nova had been landing.

"The car came down hard in the third round and we felt it wasn't 100 per cent," Daniel said. "So rather than risk it, we decided to just accept the tree."

So they both staged, but when the tree came down Stevermuer took the win with a 5.49@125mph, while the Nova cruised slowly down the track.

Mod Street Blown was another bracket with only two cars competing; Ashley Mason's turbo LS-power RX7 faced the twin-turbo 400ci small-block Bluebird of Matt McCarthy. It was the battle of the rising sun.

The Bluebird was another car pulling some pretty amazing wheelstands, while the orange RX7 calmly went about its business of running low fives all day. In the final the Bluebird lifted the front wheels and kept on lifting, while the RX7 fired through for a 5.53sec pass and the win. The Bluebird eventually came down in a shower of sparks and cruised through for a 6.59sec at just 73mph.

No-one showed for Mod Street Unblown, but True Street provided some kick-arse naturally aspirated Ford action with Tony O'Connor's XD Falcon up against Dean Goodingham's XB Falcon ute. O'Connor has dominated the bracket for the past 12 months or more, but the two Falcons seemed to be evenly matched with both running in the high fives during the afternoon. In the final it was a close thing; neither got the best of starts, but Tony slipped through for a 6.75 versus Dean's 6.94.

Apart from the always popular DYO, the really big bracket for the event was X275, and the field was filled almost exclusively with Queenslanders – except for Dave Rogers and his big-block Monaro.

For this meeting Dave decided to add some nitrous to the white HK coupe and struggled to keep the car above the 5.5 second index – the car seemed to run 5.48 almost every run, ruining any chance of a finals berth. The single-turbo LJ Toranas of Tony Webb and Troy Marshall fought it out against Douglas Day and Terry Seng for the top two positions on the table, but when the points were all counted it was Seng versus Day in the final.

Doug had been ultra-consistent all day, while Terry had the VC dialled all the way back to stay above the index. So it was looking to be a close run, but then Doug bumped through the start beams and red-lighted as the tree flashed, handing the win to Terry.

As drag meetings go, it crammed a whole lot of action into a short time. The first car didn't hit the track until 3pm in the afternoon and the action didn't stop until the last run at 10pm!

"I've got to thank the Benaraby club, Ray Treasure, and all the loyal APSA members for their help in making this meeting a success," Peter Pisalidis said. "APSA is like a big family; if this was any other track or any other group the meeting would have been cancelled."

The next meeting is due to run at Willowbank on 3 October, and then there will be a non-point round over in Western Australia on October 31 – the first time APSA has raced at the Motorplex.

"We're pretty excited about it," Peter said. "We're taking over 10 very tough eastern state cars to show them what APSA is about. The WA guys sound pretty keen about it all, so hopefully we get a good turnout."

AFTER PURGING, PERRY STAGED AND THE TREE FLASHED, BUT THE POWER OF THE TURBO MUSTANG PROVED TOO MUCH

SLEEPER AGENT

STORY BRYCE MICHELMORE ♦ PHOTOS ANDREW GOODWIN

IT MIGHT LOOK STOCK, BUT THIS OLD FALCON NOW RUNS NINES WITH THE HELP OF SOME MODERN BOOSTED MUMBO

DUNCAN Macfarlane is only the second owner of this Blue Oval time capsule. He had a few XAs back in his late teens and has always been a fan of the first truly local Ford. His wife Karen likes Falcons too, so when he found this car online and made the inevitable purchase, it was initially supposed to be for her.

Duncan was alerted to the car by a mate. "I hadn't been looking for one, but we went and had a look and I ended up buying it straight up," he says.

And why wouldn't you? Just check out the sun visor, mud flaps, mesh headlight protectors and venetian in the back window. It's the real deal, the one-owner barn find we all dream about. "The old boy who had it looked after it pretty well," Duncan says. "He actually gave it to his grandson because his daughter took his licence off him when he backed into something and bent the back bumper. The grandson drove it around for about two months and decided it wasn't for him." Can you imagine? That kid must have rocks in his head!

With a bit of buyer's remorse kicking in, Duncan realised he probably should have run this by his missus before acting on impulse. He came up with a cunning plan though. "I rang the wife and said: 'I've bought you a Falcon!', to keep me out of the shit for buying another car!" he says. Turned out Karen loved the car, and the next day she drove it home. "That's the first and only time she's driven it," Duncan says, "because after that I pulled it off the road."

What followed was a three-year build to create the ultimate sleeper. "My original plan was to drop a V8 into her," Duncan says. "But then we were sitting around having a few coldies and my mate suggested: 'Why don't you turbo six it?' And I thought: 'That's not a bad idea.'" Soon enough, Duncan was having a lot of deep and meaningful conversations with Kyle from 6Boost on how best to make the XA go hard.

Clearly those conversations paid off: the XA now boasts 615hp at the wheels thanks to a basically stock FG turbo six running a Wilson throttlebody, Plazmaman fuel rail, ID2000 injectors and Precision 67/66 turbo. The heads have been upgraded with Plazmaman valve springs and head studs, while fuel is stored in a Process West surge tank and moved by twin pumps up front and

MY PLAN WAS TO DROP A V8 INTO HER, BUT THEN MY MATE

1. From the front this car looks stock as a rock – check out the sun visor and mesh headlight guards. If you pulled up next to Duncan at the lights, you'd think he was on his way to church!

2. The door jambs reveal the pedigree of this super-original one-owner vehicle – it still wears factory paint. The race seats were trimmed to match the rest of the interior

SUGGESTED I TURBO-SIX IT. I THOUGHT THAT WASN'T A BAD IDEA

ABOVE: It's a tight fit, but the FG motor looks right at home in the old XA engine bay and by all accounts made for a pretty easy conversion. The engine itself is basically stock, with a few choice upgrades as recommended by 6Boost to get power up around the 600hp mark

MAIN: Apart from the mud flaps and rear-window venetian, it's all business out the back. A set of mini-tubs make room for the sticky 295 M/T ET Streets, and although the parachute is as yet unused, it's in place and ready for those 140+mph passes that Duncan has planned for the near future

an Aeromotive unit down back. The upgraded turbo is mounted on a 6Boost manifold and spits fumes out through a four-inch exhaust built by Andy Butler.

Backing up the big six is a Turbo 400 slushbox built by Peter Veersma and fitted with a TCE 4000 stall converter. Power feeds through to a venerable nine-inch out back running a set of Truetrac 3.25:1 gears.

A Haltech Elite 2500 ECU manages all the electronic trickery, and Duncan credits Dave and Tristan at WTF Auto with sorting the wiring and tuning.

Following the fabrication and installation of a set of mini-tubs out back, Duncan had good mate Jeff Baker handle the engine conversion. No big dramas there: "We had to change the engine mounts and extend the crossmember for the 'box, but nothing major," Duncan says. "Just moved her right back and it sat in there pretty easy."

Duncan did concede that the old front drum brakes just weren't going to cope with the extra power, so they were upgraded with a disc conversion from Hoppers Stoppers. There's still no power booster though. "They work fine," he says. "You just need to press the pedal a bit harder."

On the inside, Duncan installed a pair of Kirkey front race seats and had them trimmed by Trimcare to match the rear. It's a cool effect – kind of how a factory drag car might have looked if it was on the option list back in '73. For safety's sake, there's also a set of Simpson harnesses and a six-point rollcage.

So far Duncan has mainly invested in the mechanical aspects of the car. "The body is no showpiece," he says. "I only painted the engine bay and the front guards and had some shopping trolley dents removed. I just wanted to get it going and maybe look at panel and paint down the track."

Duncan also has a '62 Pontiac in the shed, but right now he's having too much fun driving the Falcon. Not that surprising when you hear it runs a 9.66-second ET at 139mph and lifts the front wheels! Hence the 'chute hanging out the back. "I haven't needed to use it yet," he says, "but you've gotta have a 'chute doing 140mph, and it's done 139.1."

And there'll be more where that came from. "The next thing will be to build a stronger bottom end, slap on a bigger turbo and wind the boost up," Duncan says, "and maybe look at cracking an eight." Sounds like happy days ahead for this blend of the best of old and new.

DUNCAN MACFARLANE 1973 FORD FALCON

Colour: Teal blue

GRUNT

Engine: Four-litre Ford FG
Induction: Wilson throttlebody, Plazmaman fuel rail, ID2000 injectors, Precision 67/66 turbo
ECU: Haltech Elite 2500
Heads: Standard
Valve springs: Plazmaman
Fuel system: Process West surge tank, twin pumps (f), Aeromotive (r)
Preferred fuel: E85
Exhaust: 6Boost manifold, 4in system

SHIFT

Transmission: Turbo 400
Converter: TCE 4000rpm stall
Diff: 9in, Truetrac 3.25:1 ratio

BENEATH

Brakes: Hoppers Stoppers disc brake upgrade (f), standard drums (r)
Springs: Lovells (f), standard with CalTracs (r)
Shocks: Bilstein 90/10 (f), standard (r)
Steering: Power-assisted

ROLLING

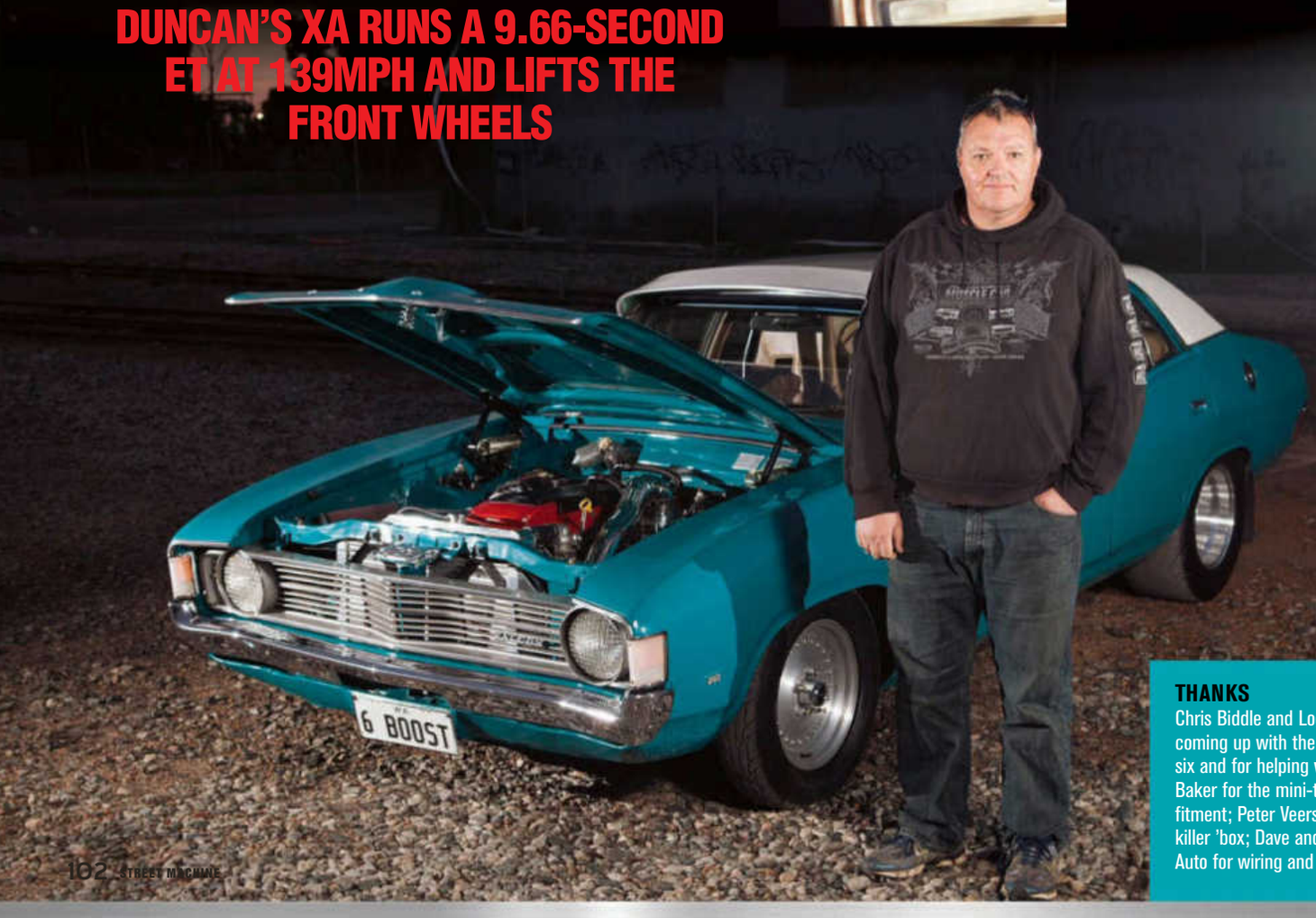
Rims: Center Line Auto Drag; 15x4.5 (f), 15x10 (r)
Rubber: Mickey Thompson; front runners 26x6 (f), ET Street 295/55/15 (r)

INSIDE

Seats: Kirkey race seats (f), stock bench (r)
Belts: Simpson harnesses
Cage: 6-point chrome-moly
Shifter: B&M

LEFT: The Haltech dash is just one clue to the serious performance upgrade lurking under the bonnet

DUNCAN'S XA RUNS A 9.66-SECOND ET AT 139MPH AND LIFTS THE FRONT WHEELS



THANKS
Chris Biddle and Logan Muir for coming up with the idea of the turbo six and for helping with the build; Jeff Baker for the mini-tubs and engine fitment; Peter Veersma for building a killer 'box; Dave and Tristan at WTF Auto for wiring and tuning

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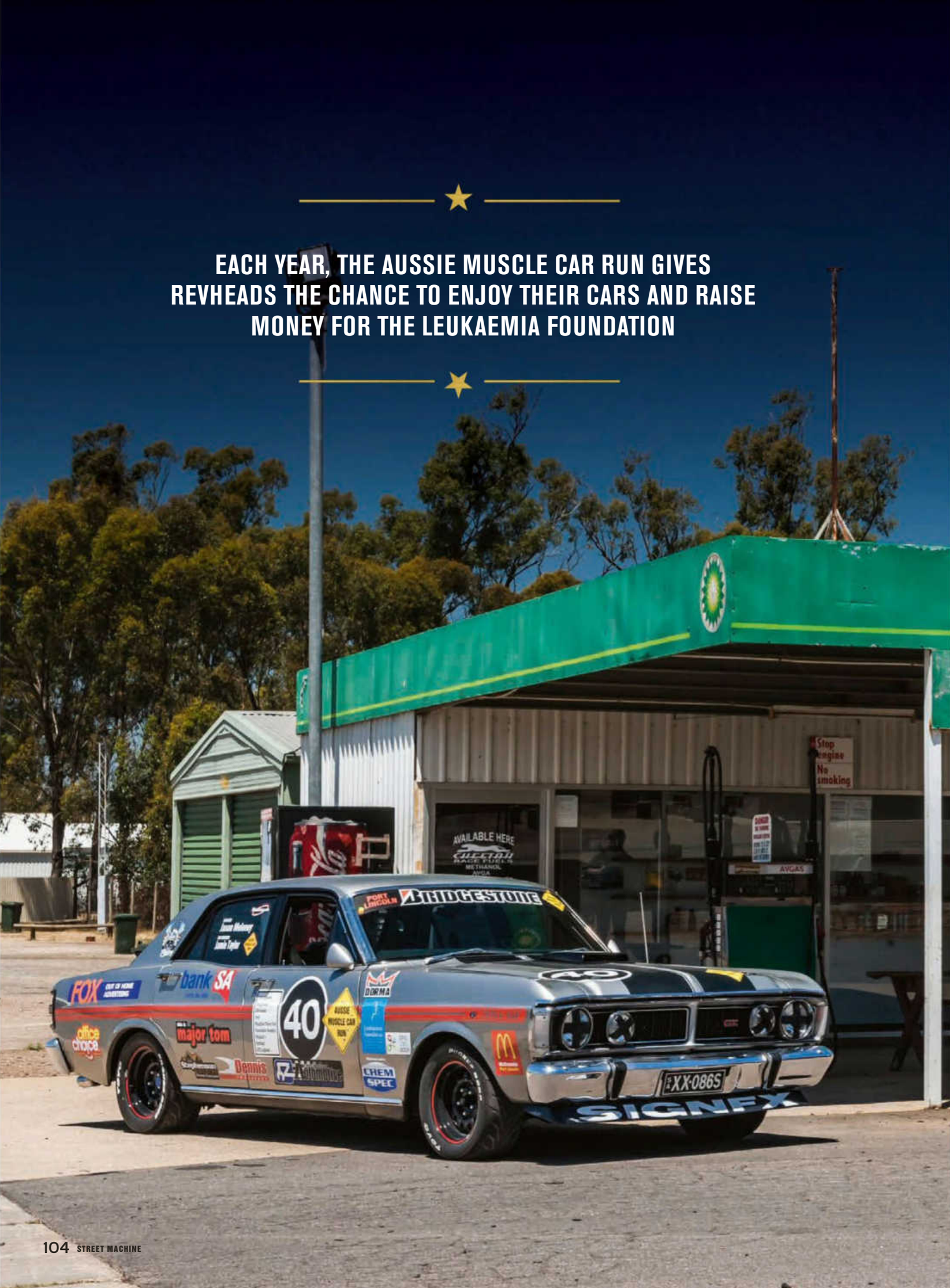
EACH YEAR, THE AUSSIE MUSCLE CAR RUN GIVES REVHEADS THE CHANCE TO ENJOY THEIR CARS AND RAISE MONEY FOR THE LEUKAEMIA FOUNDATION



Shake the FOUNDATION

STORY DAVE CAREY **PHOTOS** CHRIS THOROGOOD & KATHLEEN MINCHAM

AUSSIE MUSCLE CAR RUN

ODDS are that if you're reading this magazine, cars are your life. But sometimes life isn't fair; it can fling a drama at you with zero notice, and if that drama is a blood-borne cancer such as leukaemia, lymphoma or myeloma, you're in for a bumpy ride. South Australian GT Falcon fan Kevin May has seen the effects first-hand; his sister Pam Thompson passed away from lymphoma a while back. But he also saw the great work the Leukaemia Foundation do in supporting sufferers, and wanted to help out.

Kevin belongs to the Falcon GT Club of South Australia, which has also been touched by leukaemia, having lost two members to the disease in recent years – Fonz Spirelli and Gary 'Mr XR GT' Watson. So it was a no-brainer to make the Leukaemia Foundation the club's preferred charity.

Things stepped up a notch in 2009 when the club, then headed by Kevin, hosted the GT Nationals. "It was the Easter weekend, the weather was perfect and there were people just everywhere," he remembers. "Between the Nationals display day, a big raffle and the presentation dinner, the club raised $40,000, all of which went to the Foundation."

Kevin found himself wondering what could be done to further help the Leukaemia Foundation, without having to wait another decade for the Nationals to hit SA again. "We thought about doing a run interstate, to meet with other GT clubs, but then I thought that would be too hard to organise." After careful consideration, Kevin expanded his idea to include classic cars from the golden era of Bathurst – roughly 1963 to 1977. "You know – interesting cars!" he laughs. The Aussie Muscle Car Run was born. The idea was to give the owners of classic muscle cars the chance to participate in an epic road trip, interspersed with some tyre-frying action at various race tracks around the state.

Kevin took the idea to Rose Senesi, fundraising manager for the Leukaemia Foundation. She was unsure at first, if only because the Foundation had never been involved in a motoring event before, but Kevin convinced her it would be a success, and in 2012 the first Aussie Muscle Car Run went ahead.

"All I needed was 100 cars," Kevin explains, "and we'd make 100 grand clear for the Foundation." But despite meticulous preparation, not everything went to plan. "We only had 32 entries," Kevin says. Simon Matthias, general manager of the Foundation's SA/NT office, was philosophical, stating he'd rarely seen a large-scale fundraising event turn a profit in the first year. Yet despite the lower-than-expected turnout, the event ended up being a roaring success. "Thanks to the generosity of both the participants and the public, we cleared $258,000!" Kevin

1: The Aussie Muscle Car Run is open to Bathurst-style classics from 1963 to 1977 – think GT Falcons, Monaros and Chargers, as well as Capris, Escorts, Minis and more. Each year, a few spots are held open for other special-interest vehicles, just to mix things up

2: Each year the main Aussie Muscle Car Run follows a new route and visits different tracks. We caught up with the convoy last year at Winton Raceway, on a trip that saw them depart from the Clipsal 500 grid and participate in some sprints at Mt Panorama

3: The Aussie Muscle Car Sprints is a one-day event held at Kadina Airport, 149 clicks north of Adelaide. It is put on by Kevin and Copper Coast local Bill Sharpe, both long-time Falcon GT Club of SA members

BELOW: Kevin and Bill wanted to run the Sprints on a closed road, but couldn't fight their way through the red tape. The airport provided a fine alternative, and the runs are held over a 500m course, just for something unique

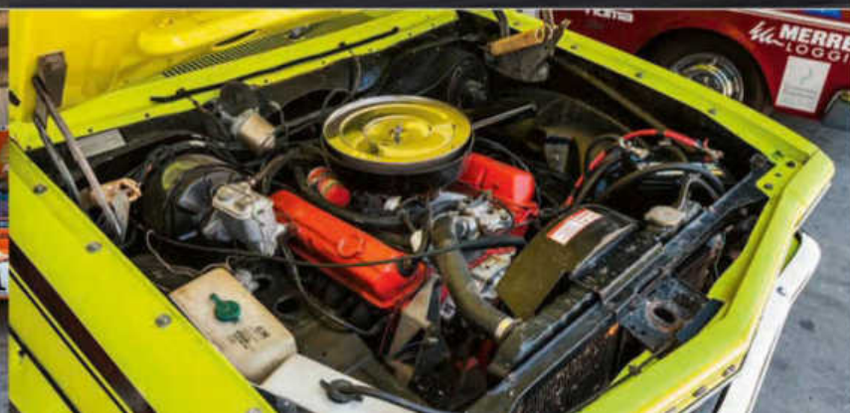
IT WAS A CHANCE FOR CLASSIC MUSCLE CAR OWNERS TO PARTICIPATE IN AN EPIC ROAD TRIP, INTERSPERSED WITH SOME TYRE-FRYING ACTION

2

3

1

Jason Moloney (silver XY) and Jeffrey McKerlie (brown XW) had a ball thrashing their Falcons around Winton. They also dig the camaraderie of the event and the chance to rub shoulders with the likes of Allan Moffat and Dick Johnson



COMING EVENTS

WESTERN AUSTRALIA

Revvin' In The Wild Wild West
24-30 October 2015

Starting in Perth and taking in Busselton, Albany, Collie, Pingelly, New Norcia and Mandurah, with plenty of action en route, including a hillclimb, a thrash at Collie Motorplex and a strap around Barbagallo Raceway.

SOUTH AUSTRALIA

Beasts To The Max
9-15 November 2015

Starting in Adelaide and passing through Clare, Broken Hill, Port Augusta, Port Lincoln and Whyalla, with circuit work at Mallala Motorsport Park, some closed-road action in Port Augusta and running head-to-head with the Whyalla locals at the Steel City Drag Club.

Kadina Muscle Car Sprints
A one-day drag event at Kadina airport, returning May 2016.

VICTORIA

Details to be announced
15-21 May 2016

says. That was after costs, including road closures, track hire, vehicle decals, accommodation and even meals for all participants.

Needless to say, the Leukaemia Foundation was more than impressed. It was then they suggested Kevin join them part-time and work closely with Rose and her muscle-car-loving right-hand-girl, Rachel Carson, to organise the next run.

Working alongside Kevin, Rose and Rachel was a growing army of volunteers pulled from all areas of the community, including a committee with representatives from the Leukaemia Foundation, delegates from many of the car clubs that feature the target vehicles, prominent members of the business community and even, at one stage, the deputy lord mayor of Adelaide City Council! Arch-rivals Ford and Holden both hopped on board, pledging two cars each to carry a support crew of four volunteer mechanics, to ensure nobody ended up stranded.

Each year has been bigger, with the 2013 event raising $383,000 and last year's run bringing in over $500,000. "You can't just throw these things together; you need to sell it," Kevin says. After a lifetime in retail, he clearly knows how to do just that.

The event has garnered the attention of enthusiasts interstate, and also other Leukaemia Foundation offices. So for 2015, the Aussie Muscle Car Run is expanding to include a new event in Western Australia, Revvin' In The Wild Wild West, to be held late in October, while 2016 will see a Victorian event added to the timetable. This is in addition to the now-established SA-based run in November and the annual Kadina Muscle Car Sprints held in May.

For now, Kevin, the Foundation and his team of volunteers are looking forward to the next local run, Beasts To The Max, which will take in Broken Hill and Silverton, as well as regional SA areas.

With around 34 Australians diagnosed every day with a blood disorder, there are plenty of people, enthusiasts or otherwise, who are grateful for the hard work of Kevin and his team. Blood disorders strike suddenly, and often require intense and immediate treatment; for people living in remote communities, that can mean incredible upheaval. In 2012, the Leukaemia Foundation of SA built a $9.5 million village in Northfield to accommodate patients from regional areas, offering fully furnished units at no cost to patients for the duration of their treatment. This is the kind of work that makes the contribution of the Aussie Muscle Car Run so vital.

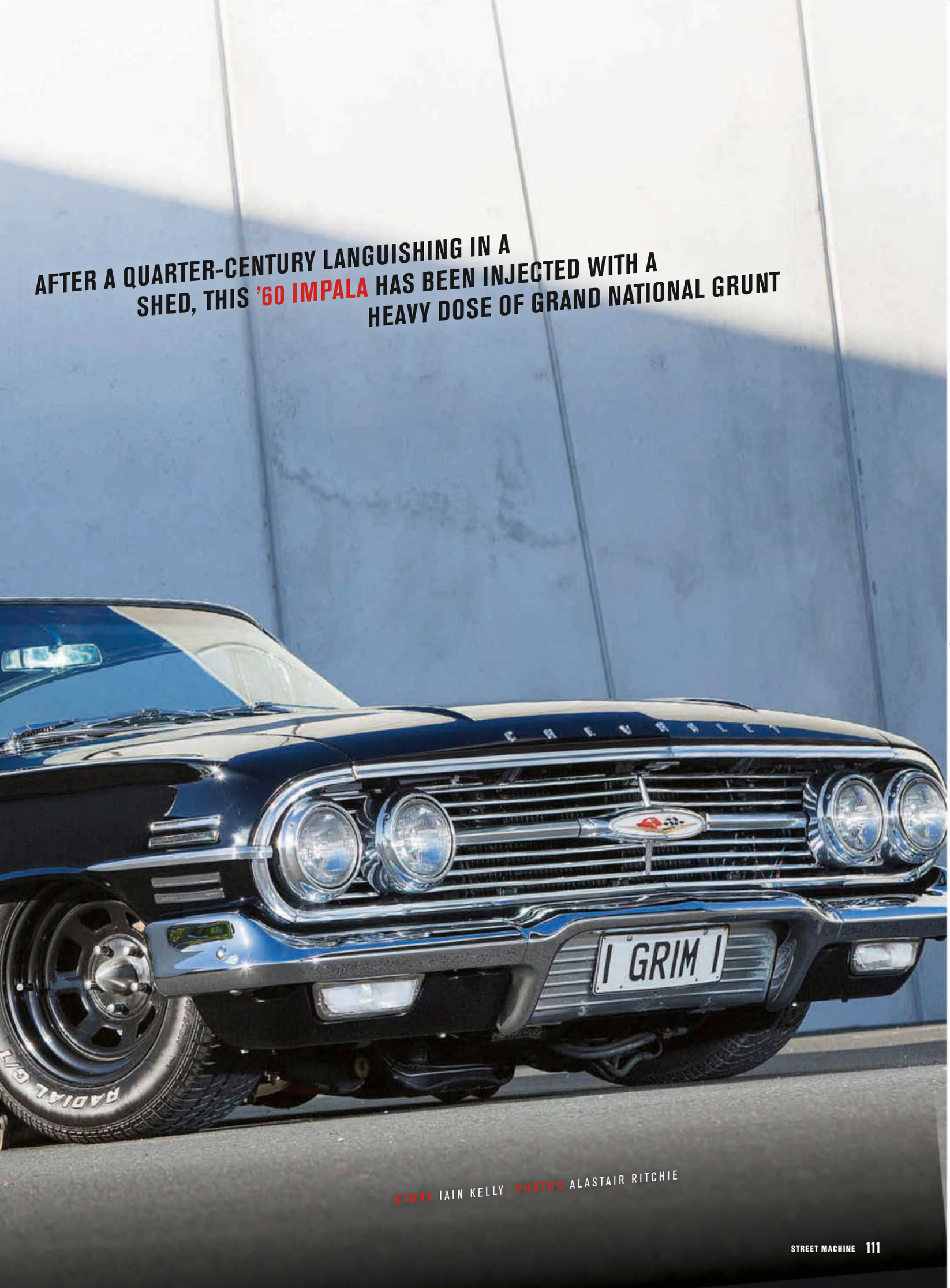
INTERESTED in joining one of the runs? Hit up the website at: aussiemusclecarrun.com.

THE EVENT HAS GROWN EACH YEAR, WITH LAST YEAR'S RUN BRINGING IN OVER $500,000 FOR THE LEUKAEMIA FOUNDATION

Kevin May has been messing around with GT Falcons for years, but it's his Aunger/Walker 1970 Bathurst replica that really gets his juices flowing. Although not a genuine GT, it's chock-full of NOS GT parts, and presents as a Phase II in every aspect bar build-plate

GRAND DESIGNS

AFTER A QUARTER-CENTURY LANGUISHING IN A SHED, THIS '60 IMPALA HAS BEEN INJECTED WITH A HEAVY DOSE OF GRAND NATIONAL GRUNT



STORY IAIN KELLY PHOTOS ALASTAIR RITCHIE

GRAND DESIGNS

CHRISTCHURCH'S Luke Orpwood is the owner of this amazing 1960 Chevy Impala known as Grim. "I've had it for 10 years and it was in bits for eight," he says. "I found it in a barn in Dalhart, Texas, where it had sat for 25 years.

"I've always been around classic cars since I was born," he continues. "So I had no real choice in liking cars, with a dad who lives and breathes hot rods. I always wanted a big Yank tank ever since my dad had a '65 Caddy convertible when I was a little kid."

While many think of Cadillacs as the ultimate in full-size American excess, the '60 Impala is no tiny compact, with its over-three-metre wheelbase. Its slippery shape and optional 348ci V8 made it a natural choice for the burgeoning new sport of Grand National stock car racing, which had run its first super-speedway event just a year before at the inaugural Daytona 500.

Luke's Chevy was no NASCAR high-banked flyer, though, and after he brought it home to NZ it spent its first few years cruising in a ratty original style, before he bit the bullet and undertook a full-on, ground-up rebuild. And this time he injected plenty of Junior Johnson NASCAR menace into the big coupe.

"The car was completely stripped, the chassis powdercoated and everything either replaced with new or reconditioned parts," Luke says. That's not to say he didn't have his share of issues with some of those. "It's amazing; you buy stuff that should fit straight on, but nothing ever does. I've always got to modify it to fit, which is so annoying.

"It also took way too long to build! Good old cash flow held things up, and also the body fell off of the axle stands during one of the thousands of quakes we have in Christchurch."

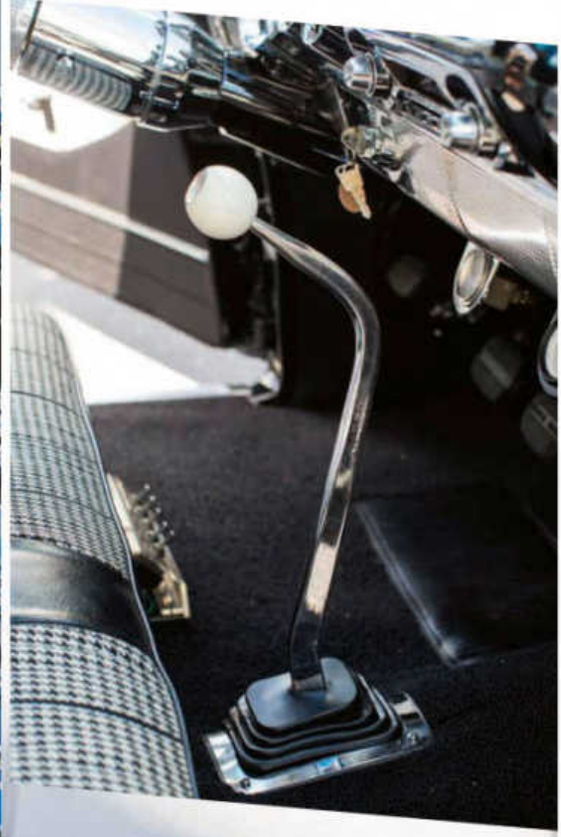
Thankfully he had NZ's finest metal craftsman, Jason Burke of Burke's Metalworks, and his talented crew in his corner, ensuring the body would be perfect. And Jason, Jake, Phil and Dave had to ensure that sunburnt shell was die-straight, since the Glasurit Jet Black that Jason Hampton was to spray over it would show any imperfection.

Many would be tempted to start chopping and changing the body, but Luke had the good sense to leave the jet-age styling alone and let the GM designers' wild vision of the future stand, with all its factory brightwork and crazy lines intact. It's matched with an incredible interior by Willy Sales, combining factory black-and-white houndstooth trim with period-looking upgrades like the RetroSound stereo and Hurst shifter.

Yes, just like the stock cars, Grim is a DIY-shifter, with a period-correct Muncie M21 four-speed hooked up to a tough 348-cube V8 and a "shitty 12-bolt" diff, though Luke has his eye on a built disc-brake nine-inch once the Salisbury dies.

The engine will certainly make short work of it thanks to a bunch of 60s-style upgrades. Back in 1960 the hottest Impala came with the 350hp Super Turbo-Thrust Special 348, packing triple two-barrel carburettors and an 11.5:1 compression ratio. Luke's car runs tamer 10:1 forged Ross pistons, but adds an Isky cam, stainless valves and dual valve springs under the trio of Rochester two-barrels, and he's shopping for a set of alloy heads for it, too.

I ALWAYS WANTED A BIG YANK TANK EVER SINCE MY DAD HAD A '65 CADDY CONVERTIBLE WHEN I WAS A LITTLE KID



DONK: A big car with an old-tech engine like this big-block Chev 348 might tick all the righteous boxes, but there can be drawbacks, as Luke has discovered. "Fuel economy is out the window, with 11mpg, but that's the price of cool, I guess!"

FRONT END: An Ididit column working on an assisted power ram set-up sorts the steering, while CCP provides the disc-brake front-end, including the master cylinder

TUNES: Phoenix Car Audio hooked up the RetroSound stereo, which uses an original-look radio fascia with all modern internals, meaning Bluetooth connectivity, multiple RCA outputs and even MP3 player integration!

LUKE HAD THE GOOD SENSE TO LEAVE THE JET-AGE STYLING ALONE, WITH ALL THE FACTORY BRIGHTWORK AND CRAZY LINES INTACT

The exhaust exits via Doug's Headers and Coffin mufflers, with ancillaries all upgraded in the name of reliability. This meant an MSD ignition, 14-inch electric fan and Edelbrock fuel pump.

Part of the reason Grim is such a stunning-looking car is the way it's hunkered down over those fat 15x8 and 15x10 custom steel wheels that replicate NASCAR-spec Cragar D-window race rims. That aggro stance is achieved through air suspension, with Shockwave air struts used up front and Slam Specialties 'bags in the rear, controlled by AccuAir VU4 valves and a Viair compressor.

Luke had set himself a goal of making the 2015 Muscle Car Madness show. "For the past five years at Muscle Car Madness I've been saying: 'It will be done for next year,' but this year was the year of completion, come hell or high water!" he says. "It took out Best Chevrolet and a Top 10. I've had the Chevy there in 2005 and '06 looking rough, so it was good to take it back in show condition.

"I also took it on its maiden voyage to Beach Hop," he continues. "It didn't get any prizes, but the biggest prize for me was driving from Christchurch to Whangamata and on to Auckland, then back to Christchurch with my lovely wife, who has put up with my excessive spending on it over the years. She is stoked it's finally on the road! "I've gone way overboard with it, but I love it. Now it's done I plan to drive the shit out of it!"

GRAND DESIGNS

LUKE ORPWOOD
1960 CHEVROLET IMPALA
Colour: Glasurit Jet Black

DONK
Type: Chevy W 348 big-block
Pistons: Ross forged 10:1
Intake: Rochester tri-power
Cam: Isky 262 solid

BENEATH
Box: Muncie four-speed
Diff: 12-bolt
Brakes: CCP discs (f), stock (r)

ROLL
Rims: Custom NASCAR D-window; 15x8 (f), 15x10 (r)
Rubber: Cooper; 245/60 (f), 295/50 (r)

THANKS
My wife Amie and my kids Jake and Cooper for putting up with the hundreds of hours in the shed and the excessive spending; my old man Harry for the use of numerous parts I've stolen out of his parts department; my mum and brothers; Chris, Isaac and the Jakes for all their help; Evan (engine); Willy (interior); the Burke's team for the fabulous panel and paint work; everyone else that's helped me out over the years

Luke plans to keep adding to the Chevy, with a nine-inch diff and alloy cylinder heads on the cards, as well as an automated AccuAir e-Level air management system for the suspension. It uses sensors on each corner to judge height and weight to keep the car level at three pre-programmed heights

Luke isn't short of ideas on what's coming up after Grim. "My next project is going to be 1959 wagon trailer with no roof. I'd also love to build a nostalgia drag car, and I need a non-show car as well so we can just pile the family or mates in and get rowdy without worrying about paint or upholstery"

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RIDES AND SHINE

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STORY AND PHOTOS PETER BATEMAN

FRD-034

~1~
LONG LOAD

GORDON and Carol Bruback were in LA on their honeymoon when they spied a tribute to American ingenuity cruising through town. On their return to Oz, Gordon hit Google and discovered the car they'd seen was a Tiffany Classic Coupe – a 1980s machine built in Florida and styled after 30s dream cars like the Duesenberg. The Tiffany is based on a Mercury Cougar, stretched 3ft 6in, and powered by a Mustang 5.0-litre HO donk. Total length? 5.7 metres!

~2~
GET BACK, JO

WIFE of the late hot rod-crafting legend Boyd Coddington, Jo Coddington was the 2015 Moonshine Run's guest of honour and starter. It's fair to say if Jo ever judges an event it would be a good idea to have a set of Boyd's wheels on your car – she can spot them a mile off!

~3~
COUPE DE THRILL

OUR favourite hot rod from the weekend was Kevin McNamara's '34 coupe. Built from a Rod Bods 'glass body and chassis, it runs a stout 8BA flathead built by O'Brien Automotive Machining Services in Swan Hill. The mill boasts forged pistons, a Scat stroker crank and massaged Offenhauser heads. With a 142 Weiand blower and 570cfm Holley up top, the little sidevalve makes a more-than-respectable 300hp on pump 95. Disc brakes up front and 11-inch Ford drums at the back pull it up, with a Winters quickchange to send the power to the ground.

~4~
LIGHTNING RODS

YOU can't miss Pete's Hot Rods & Restos when you're passing through the Granite Belt orchards north of Stanthorpe on the New England Highway – not with a bright yellow '28 roadster stuck high on the roof! Pete is helped by his wife Katrina and his stepsons Shaun and Luke. Their current builds include a rare '34 Pontiac coupe, a '32 Ford coupe and a '48 F100. In one corner of the shed is an XK150 Jag, which needs a complete body and structural fix, all to be fabricated by Pete and Shaun. Recently they began making T-buckets, too – they have the moulds, chassis jigs and the skills.

~5~
STING IN THE TAIL

DAVE Brown's 1954 Hudson Hollywood Hornet is a cracker and retains the twin-carb 308ci flathead six that made these cars famous.

MOONSHINE RUN

BESIDE the New England Highway at Cottonvale, just north of Stanthorpe, Queensland, sits Pete's Hot Rod & Resto Shop. You'll know it by the yellow '28 Model A roadster on the roof of the shed, and it's well worth stopping by if you happen to be in the area. Especially in February, when proprietor Pete Neale hosts the annual Moonshine Run.

Now in its eighth year, the Moonshine Run is old-school in both ethos and execution. Officials wear white shirts, and the vibe is laidback and friendly in a way that only a country event can be.

Pete started the Run in 2008, with a small turn-out of five cars, but word of mouth increased numbers year by year; the 2013 event drew over 150 cars.

A sizzling brekky at the Cottonvale HQ got this year's show started, before everyone headed to an eighth-mile dirt track that Pete had graded specially for the event. The next couple of hours were spent kicking up the dust as the cars got a few competitive runs in. There were late-50s Mercury Montereys; Dodge Coronets and Custom Royals; Pontiacs and Buick Roadmasters. The 60s models covered Chevrolets, Caddies, Studebakers, Thunderbirds, Fairlanes, Holdens and more. There was even a Tiffany. No records were set, but there were whoops of encouragement from all quarters.

Family friend Jo Coddington, partner of the late, legendary American hot rod maestro Boyd, made her first Moonshine visit in 2013, and was back this year to act as starter. She also hit the strip in a very neat two-tone blue EK Holden, much to the delight of the many kids she took for rides.

THE VIBE IS LAIDBACK AND FRIENDLY IN A WAY THAT ONLY A COUNTRY EVENT CAN BE

We featured this Model A coupe, originally built by Greg Love and now owned by Phil Ford, in *SM Hot Rod* 11. Power is provided by a small-block Chev, topped by twin 600 Holleys on a Weiand cross-ram intake

Kamakazi from the Brisbane-based Beatniks Car Club kicking up some dust in his sharp 1959 El Camino

EVERYONE HEADED TO AN EIGHTH-MILE DIRT TRACK AND THE NEXT COUPLE OF HOURS WERE SPENT KICKING UP THE DUST

Once most of the cars (and spectators!) had received a liberal coating of dust, everyone set off on a 40km convoy-style run to Ballandean for lunch and a natter. It was here that one got an idea of just how far some folks had cruised to attend this year's Run. Kevin McNamara drove his red '34 coupe from Newcastle, while others came from Sydney, Gold Coast, Brisbane and Tenterfield. Some local VW Kombis made a show of their own too.

When lunch had settled, the cars set off to nearby Stanthorpe, where the main street had been closed for the show 'n' shine. Locals revelled in the chance to see some impressive rides close-up, while some owners were spotted practicing their dance moves on the footpath in preparation for the night's party at Pete's shop.

As the sun set, it was a real treat to have a scrub-up, don the best clobber and head off in the hot rod for a sit-down soiree. Local fashionista Sharmaine Kelley assembled some belles to entertain the audience with a fashion parade, and there was also a live band, good tucker and general merriment. A fine time was had by all.

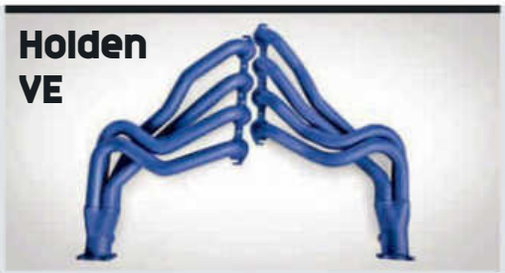
The following morning began in laidback fashion with another car show at the local school; then everyone went their separate ways, accompanied by some great memories and a satisfying burble from the exhaust, already dreaming about doing it all again next year.

If all this sounds like your idea of a good time (and why wouldn't it?), mark 12-14 February down in your diary for the 2016 Moonshine Run.

MOONSHINE XXX RUN

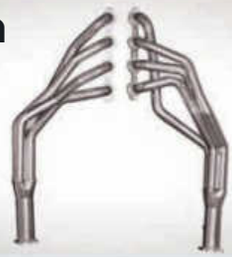
HURRICANE HEADERS

Holden VE



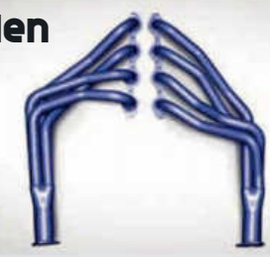
4 into 1, 1 7/8", SS & HSV

Holden VT-VZ



4 into 1, 1 7/8", 5.7L - 6.0L

Holden HQ

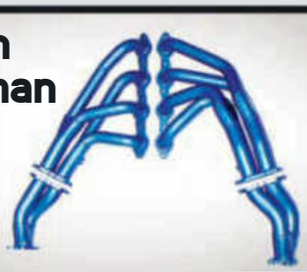


4 into 1, 1 3/4" HQ - LS1

Holden VT-VZ

Tri-Y, VT-VZ 5.7L - 6.0L SS & HSV

Holden Crewman



Tri-Y, Crewman & Cross-8

Holden VT

Tri-Y, VT 5.0L SS & HSV

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STORY SCOTT TAYLOR **PHOTOS** NATHAN JACOBS & SCOTT TAYLOR

GIFT HORSEPOWER

> WHEN IT COMES TO OUR 520HP DODGE DART SWINGER, IT'S BETTER TO RECEIVE THAN TO GIVE

THERE'S two things you can always count on with project cars: They're always going to take longer, and cost more, than you thought. The idea for our Project Swinger Dodge Dart was to buy a car that was pretty close to what we wanted in terms of panel and paint, and then fill it full of mumbo to give away to some lucky reader. Wham bam, thank you ma'am.

It was a good plan, and using our very best crayons we scrawled down an approximate budget and decided it was plenty doable. But as that old military saying goes, no plan survives contact with the enemy – the enemy in this case being our Dart.

Last you probably heard of it, the Dart was getting a shiny new engine thanks to the great people at Precision International, Edelbrock and Powerhouse Engines (*SM*, Mar '15). But with Telfo enjoying the benefits of inner-city living, and myself halfway through a house move, neither of us had the space to do an engine swap. So we handed the engine installation and front suspension rebuild to Mike McCrudden and his team at Glenlyon Motors in Brunswick.

Mike knows his way around a spanner, and he knows classic cars; one glance at his workshop reveals all manner of Fords, Holdens and Chevs. But most importantly, Mike knows more than a little about Mopars, so little things like Chrysler V8s and torsion-bar front ends weren't a mystery to be shunned at all costs.

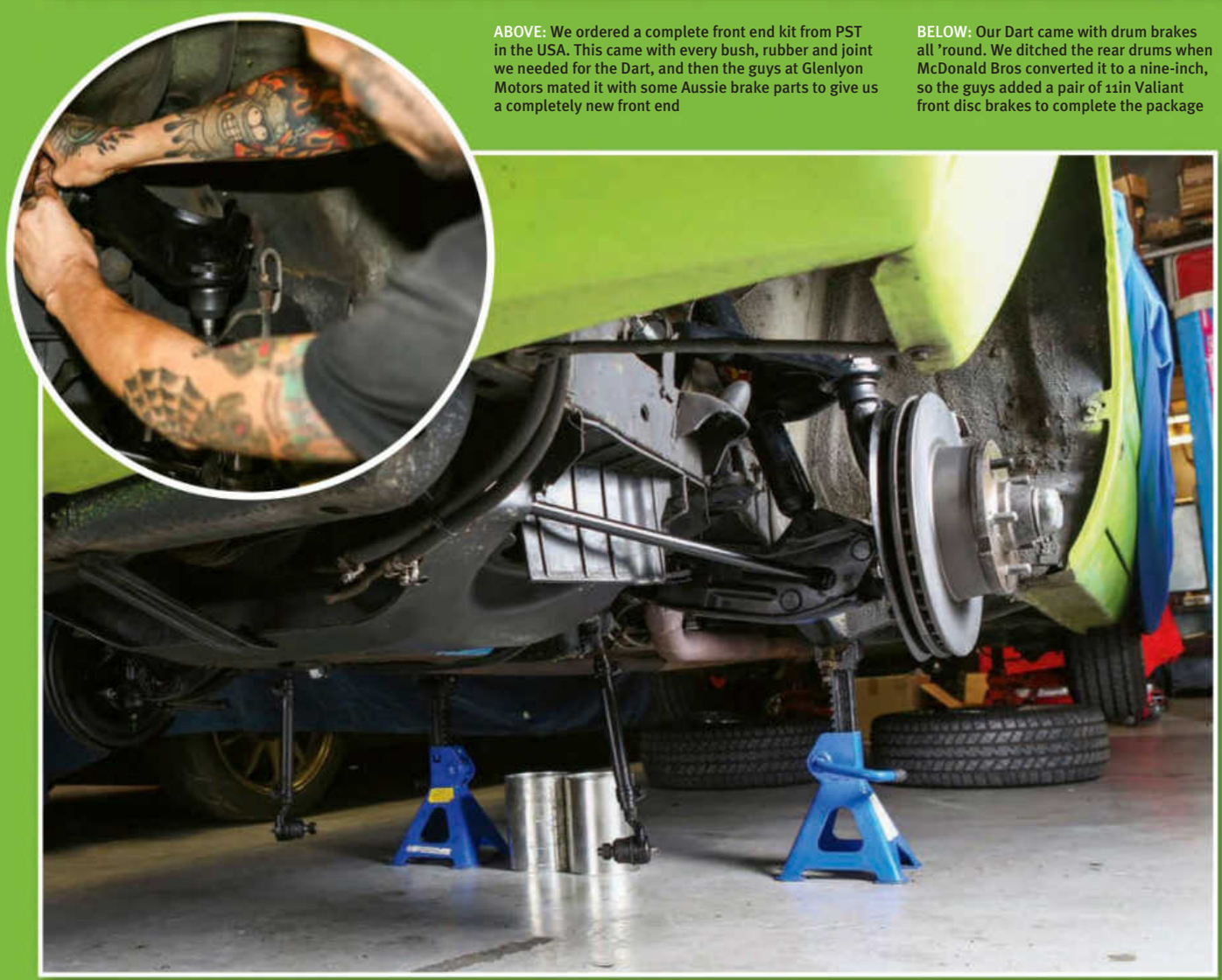
First job was to tear out the original drum-brake front end. In preparation for this, we ordered a complete front end kit from PST in the US, to give us all the ball joints, tie-rod ends and bushes we needed to get the job done. Mike combined these with some late-model VH-CM Valiant stubs, brand new disc rotors and rebuilt calipers.

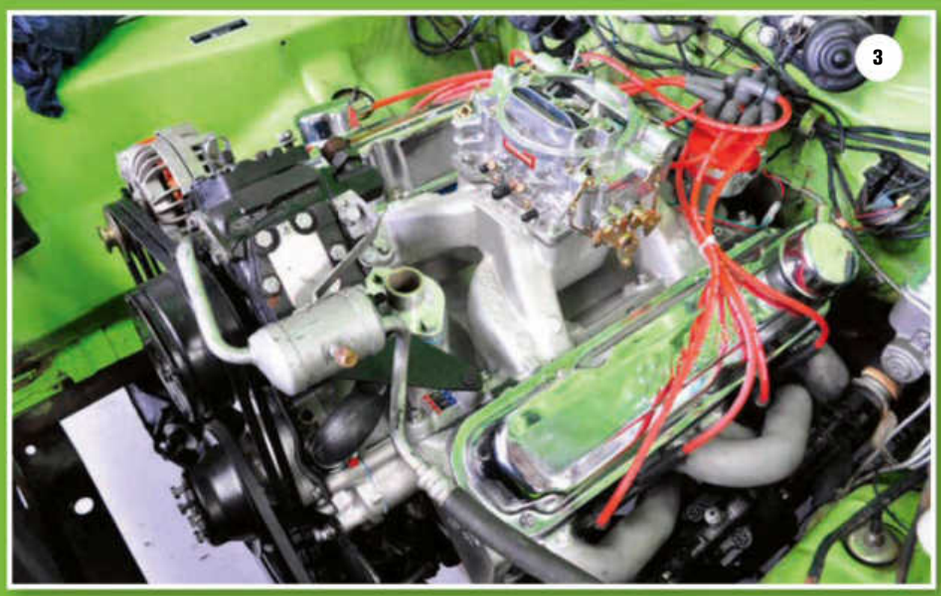
Next, Mike and his team had to deal with our leaky power steering box. It's been the source of much frustration, and even though we tried some pour-in sealers, nothing could totally eliminate the leaks. But now the Dart starts, stops and steers better than new, with nary a clunk or rattle to be heard.

It was time for the engine to be installed, so we got our 408ci donk delivered from Powerhouse, and our freshly rebuilt 727 Torqueflite

ABOVE: We ordered a complete front end kit from PST in the USA. This came with every bush, rubber and joint we needed for the Dart, and then the guys at Glenlyon Motors mated it with some Aussie brake parts to give us a completely new front end

BELOW: Our Dart came with drum brakes all 'round. We ditched the rear drums when McDonald Bros converted it to a nine-inch, so the guys added a pair of 11in Valiant front disc brakes to complete the package



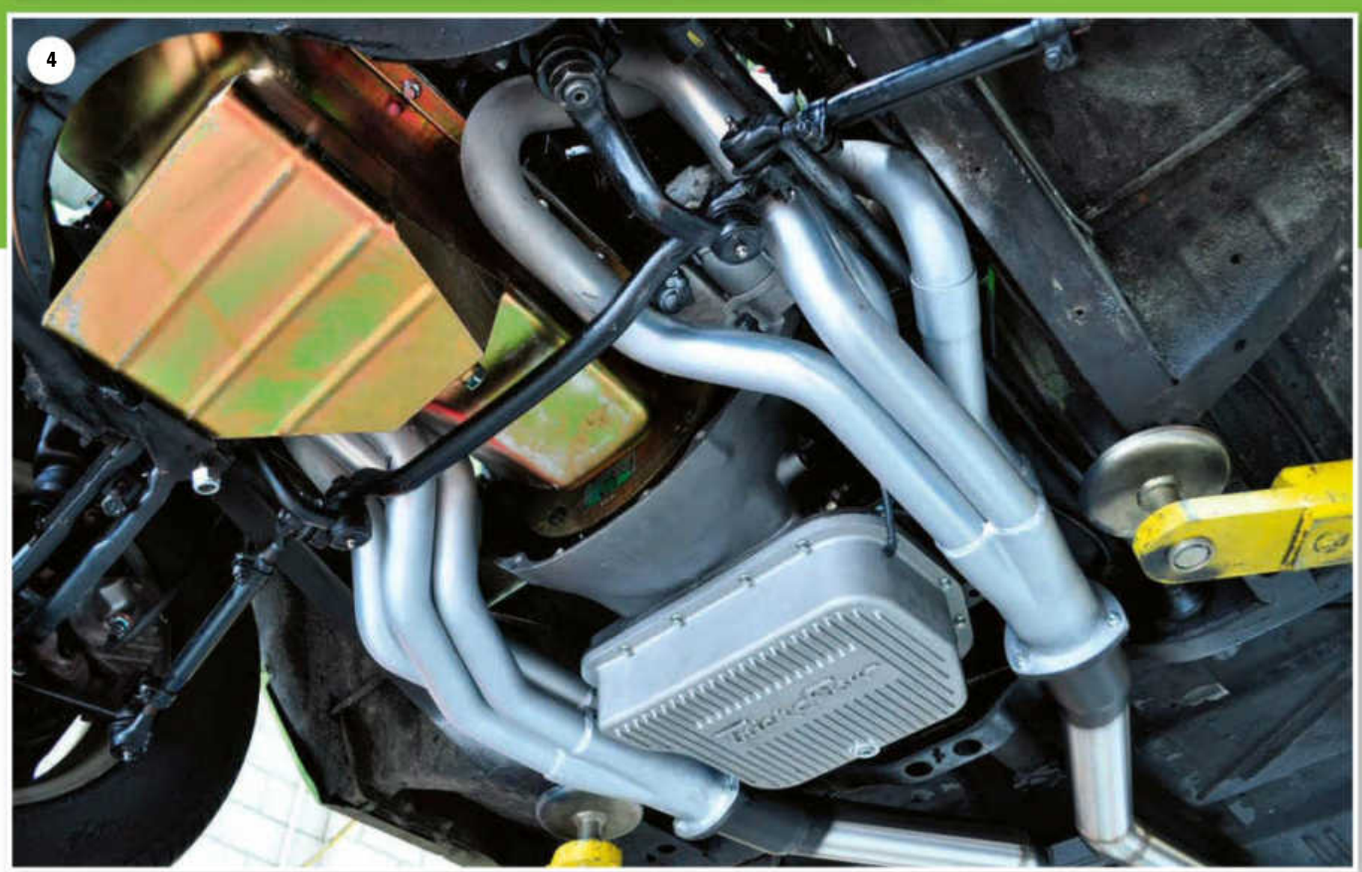


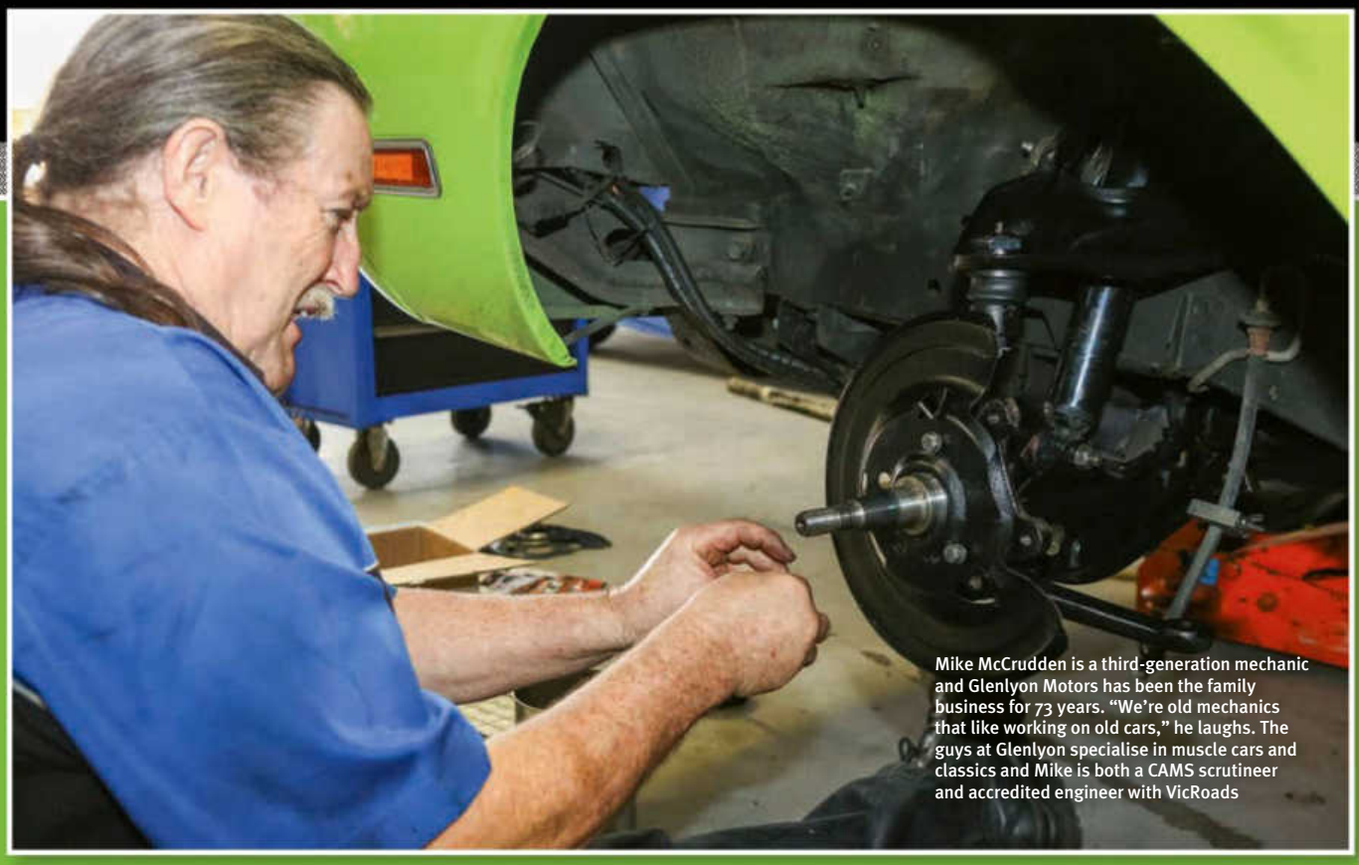
1: The 11in VH-VJ Valiant front brakes are a good match for the Commodore discs on the rear, but to keep things simple we decide to do without the booster. The Dart pulls up fine; it just needs a little more pedal pressure than a modern car

2: Once the front end was done the next job was to strip out the old 318 and 904 combo and give the engine bay a clean-up. Mike's offsider Con gets all the good jobs; the old girl was pretty dirty, just how Con likes them

3: After trial-fitting the engine and headers it became apparent that the pipes hit just about everything, so we sent it off to Andrew at Extracted Performance. Read all about that on page 130

4: Andrew did a fantastic job with the pipes and stainless exhaust. As you can see, the pipes are a real bitch around the steering box and torsion bar area, but Andrew made them work



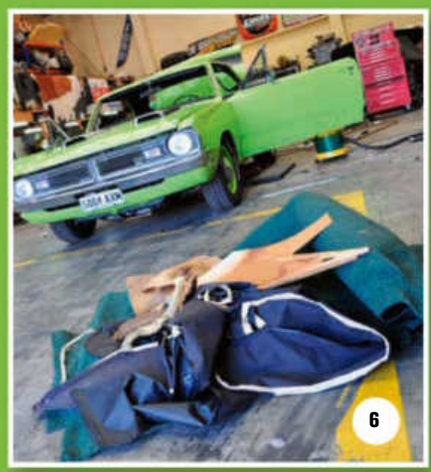


Mike McCrudden is a third-generation mechanic and Glenlyon Motors has been the family business for 73 years. "We're old mechanics that like working on old cars," he laughs. The guys at Glenlyon specialise in muscle cars and classics and Mike is both a CAMS scrutineer and accredited engineer with VicRoads

5

5: Fresh from Betta Truck & Car Springs, the Dart had a decidedly higher rear stance. This helped solve our tyre-scrubbing issue, but we still had the rear guard lips trimmed by Miles Johnson, just to be sure

6: Bye bye, ugly green carpet. The Dart received new carpet and headlining at Axion Motor Trimmers. The old headlining was so thin it was like tissue paper, which probably explains why it was torn



6

from Paul Rogers Racing Transmissions, and told Mike to call us when it was ready. Sounds simple enough, when you say it like that, but it's rarely that easy in reality.

We'd already organised a 3500rpm Turbo Action converter through Summit Racing, a B&M SFI-spec flexplate with all the ARP hardware to match, plus a heavy-duty tailshaft from Powerhouse Engines. Yep, not only do they make tough engines, they also build tailshafts to suit! With the extra length of the 727, we needed something a bit shorter than the factory shaft, and certainly a lot stronger to match the torque of our stroker small-block.

For the engine mounts, we gave Jason Waye at Tuff Mounts a call and he sent us a set of mounts to try. Being left-hand drive, the mounts were slightly different to their Aussie counterparts, so he sent out another set to use, and with a bit of mixing and matching, they worked a treat.

But the biggest headache was the uber-expensive TTI pipes we'd imported from the States. Being a left-hook car, we figured a set of US-made pipes should bolt straight in. Ha! Technically they did bolt in, but they hit almost everything, so we sent the beast off to Extracted Performance, where Andrew made them fit and built a shiny new stainless exhaust. You can read all about that process on page 130.

At this stage the Dart wasn't running, as Mike wanted the exhaust sorted first so they could then work out how to modify the column shift around our new pipes. When Mike saw what a cracking job Andrew had done on the pipes, he reckons he was straight on the phone: "I had to tell him how impressed I was with the quality of his work."

Of course we noticed another problem while it was on the hoist at Extracted – the rear tyres were scrubbing the outer guards. The problem was that we'd erred towards the outer guards when we gave Ajax Wheels the measurements for our custom steelies. Our thought process was that we could shave the lips if needed, but we couldn't shave the springs. As it turns out, the springs had plenty of clearance, but the guards, er, not so much.

So we sent the Dart off to Betta Truck & Car Springs for a leaf-spring reset; Les and his boys turned the job around in less than a day and gave the green machine a couple of inches of extra height in the back end. Now it might seem crazy to lift it, but there was some method in the madness. The combination of deep sump, deep trans pan and four-into-one headers could cause us some headaches down the road, so rather than an in-the-weeds stance, we decided to go with a 70s muscle car look. With the white writing on the

7: Before the new carpet was laid, we had the guys cover the floor and half the firewall with a standard-sized box of Resomat floor insulation (available from Tru-Fit Carpets). It'll help keep the heat out of the cabin

8: Here's a good look at our new black carpet before the bench seat went back in. Vince at Axion recommends Knox Carpets Classic Loop for 60s and 70s rides like ours. It's 80 per cent rayon and 20 per cent nylon, and is an exact reproduction of the original. It costs a little more, but it's worth it

9: To do the headlining right we had to pull the 'screens, so we gave Roy at Roy's Windscreens a call and he sent out one of his guys to help us out. Thankfully there were no rusty surprises hidden under the rubber

10: With the Dart's new horsepower capabilities, the boys at Glenlyon fitted a Carter electric pump. Normally we don't like electric pumps, but you can't hear this one over the rumble of that 408-cube small-block

11: It was at this point we worked out the fuel sender had decided to retire. Naturally the Dart had a full tank, so Con siphoned all the fuel out to remove the sender unit

The headlining kit came from Year One in the States. We actually bought two kits from different suppliers, but the Year One kit was better, so we went with that and sold the other. The dome light still needed to be fitted at this point

10

11

When the sender came out looking like this we knew we had a problem, so the boys got to work flushing the tank. The little doggie bag shows just how much crap came out!

sidewalls and aggressive height, it looks like something that could have rumbled straight off a 70s drag strip, and everyone seems to agree that it's a good look for our street bruiser.

At this point Mike had a workshop full of cars, so we sent the Dart to Axion Motor Trimmers for some interior work. Our seats and door trims were already perfect, but the factory hoodlining was very sad, and the carpet was dark green. We put a call in to Roy Mouneimne at Roy's Windscreens to get the front and back 'screens pulled to make the job easier, and we also got Tru-Fit to send us a box of their Resomat insulation. The boys at Axion used the Resomat to cover half the firewall and the floorpan before installing some new black carpet and the Year One headlining we'd supplied. Now the Dart was really starting to look the part.

Back at Glenlyon Motors, Mike and Con hooked up the Mallory ignition and installed a trans cooler and an electric fuel pump before checking all the fluids and kicking it in the guts. Holy shit! We knew it wasn't going to going to sound like Celine Dion, but when it exploded into life at a volume more like Metallica cranked up to 13, we nearly shat our pants.

After a little more screwing around with the instruments, and cleaning half a kilo of crap from the original fuel tank, Mike handed us the keys and pointed us down the road. Telfo looked at the keys, handed them to me and said: "You drive." I didn't need to be told twice.

With the key in the ignition, a quick flick got the fuel pump buzzing and then with another step the engine roared to life. This is not a quiet car. Telfo and I exchanged a glance and then started laughing like lunatics.

Outside the road was greasy; typical winter weather for Melbourne. We rolled out into the traffic and the wheels squirmed slightly on the tramlines before I explored the accelerator pedal. The necessary pedal travel for forward thrust is measured in mere millimetres, not centimetres. We idled away smoothly as the exhaust rumble bounced off surrounding buildings and cars. I had a grin from ear to ear; the car was exactly how I imagined it. With the transmission in D for Drag we went in search of a service station to give our BP fuel card a heart attack.

At every set of lights the idle settled down to a rump-rump-rumpity-rump, but even with the modicum of traffic the Aussie Desert Cooler radiator kept it cool. In fact we could probably throw a 180-degree thermostat in it for winter, because it's barely into the operating

Before we hand the keys over we want the Dart looking its best, so we stopped by The Detailing Pros for a day and let Darren work his magic with the dual-action buff. We'll cover more on this next issue

The last piece of the puzzle was re-doing the rear stripe. The old stripe had more than a few scratches and marks, so we ordered another from Year One and got the guys at Vinyl Wraps & Graphics to apply it

range. All around us civilians were looking at these two bearded blokes in a bright green car, while we were trying to act as nonchalant as possible.

We pulled into the BP and one of the service guys came running out. "Is this the car from *Unique Cars* and *Street Machine*? Can I take a photo?" We're like: "Sure, go for it." All of sudden we're checking out their Mustang fastback and a customer's DeLorean out the back – these are the kinds of things that happen when you drive a car like this.

With a full tank of BP Ultimate we headed back out on the road, which was now looking much drier. I gave the throttle a stab and the beast awoke. Throttle response? Check. Acceleration? Check. Wheelspin? Double check! Hysterical laughter? Oh yeah! And we still haven't found full throttle yet!

We're already late handing the car off to the new owner, but we're almost considering finding excuses to keep it around that little bit longer. One thing is for sure: This is probably the quickest and wildest-sounding car that *Street Machine* has ever given away. If it doesn't run an 11 over the quarter, I'll shave my beard.

THANKS GUYS:

ALMOST every car build is a collaboration; we couldn't have put our Dart together without the help of the following people:

Glenlyon Motors, Brunswick East, Vic – 03 9380 5082
Precision International, Notting Hill, Vic – 1300 364 350
Powerhouse Engines, Warragul, Vic – 03 5623 3447
Paul Rogers Performance Transmissions, Greendale, Vic – 0414 977 521
Edelbrock Automotive, California, USA – www.Edelbrock.com
McDonald Bros Racing, Thomastown, Vic – 03 9465 0000
Extracted Performance Exhausts, Dandenong, Vic – 03 9794 6334
Aussie Desert Cooler, Thomastown, Vic – 03 9465 8806
The Detailing Pros, Thomastown, Vic – 0400 635 227
Vinyl Wraps & Graphics, Campbellfield, Vic – 03 9357 6014
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STORY & PHOTOS SCOTT TAYLOR

BENDING PIPES

> THE INS AND OUTS OF GETTING SOME TROUBLESOME HEADERS TO FIT INTO PROJECT SWINGER'S ENGINE BAY

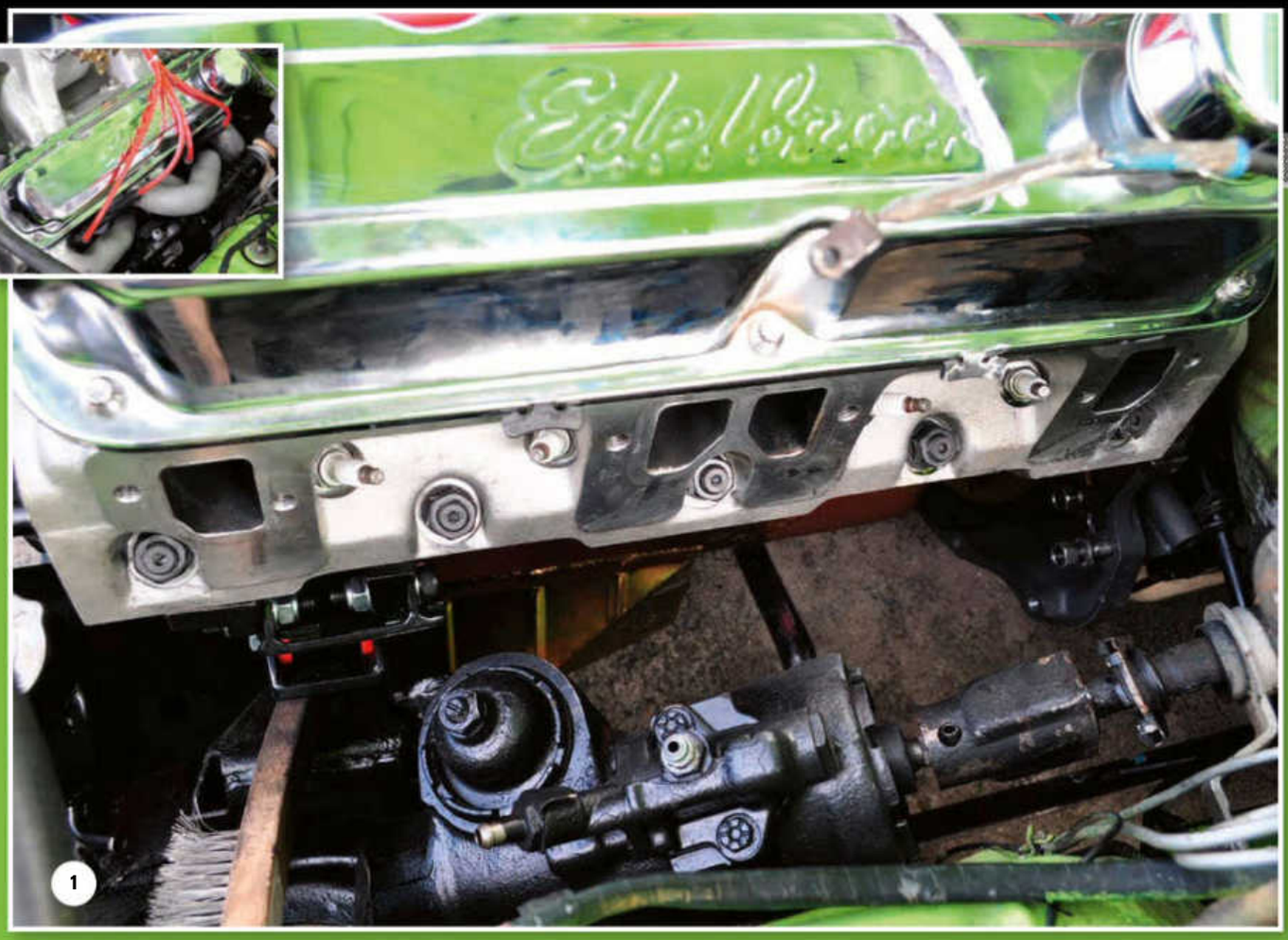
WHEN the big cardboard box with our new headers showed up from the US, we were pretty excited. They cost a bloody fortune, but we were assured they were the right pipes for our left-hand-drive Dart Swinger, and that they would fit our factory power-steering, air-conditioned, column-shift combo. Hmm, wishful thinking perhaps.

Fresh out of the box, the coated headers were so shiny and beautiful to behold, and they came complete with collectors, bolts, gaskets and all the fruit needed to bolt them up to our 520hp stroker engine. On the dyno they worked a treat, even though we cooked the shiny coating (we knew that would happen), but our troubles started when we got the guys at Glenlyon Motors to install them when they did the engine swap. "These pipes don't fit," came the call, and sure enough, when we stuck our heads in the engine bay it was obvious that the driver's-side unit hit just about everything.

After paying a little over $2000 (including freight, tax, etc) for the headers, we definitely wanted to use them, so we put the call out to Andrew Haringsma at Extracted Performance Exhausts in Dandenong to sort things out.

Building tough exhausts is an art form and Andrew is the

When we pulled our pipes out of the box they were nice and shiny, but that didn't last too long. The manufacturer specifically says not to use them on the dyno, but we didn't have much choice – as you can see it dulled them considerably



1: The chunky power steering box and steering column causes all kinds of drama when it comes to header clearance in a '67-'74 Dart. Technically the pipes fit, but they hit against both the steering box and the column in several places

2: Our headers were 1.825in primaries, with 3.5in collectors, and Andrew made sure the engine was sitting straight and level in the engine bay before marking up the headers and removing them; here you can clearly see where the problem areas were

3: To create clearance between the pipes and the steering box, Andrew heated a section of each pipe to red hot and then used a piece of flat steel and a hammer to create a recess in the affected area, while ensuring it won't impede the flow too much inside the tube

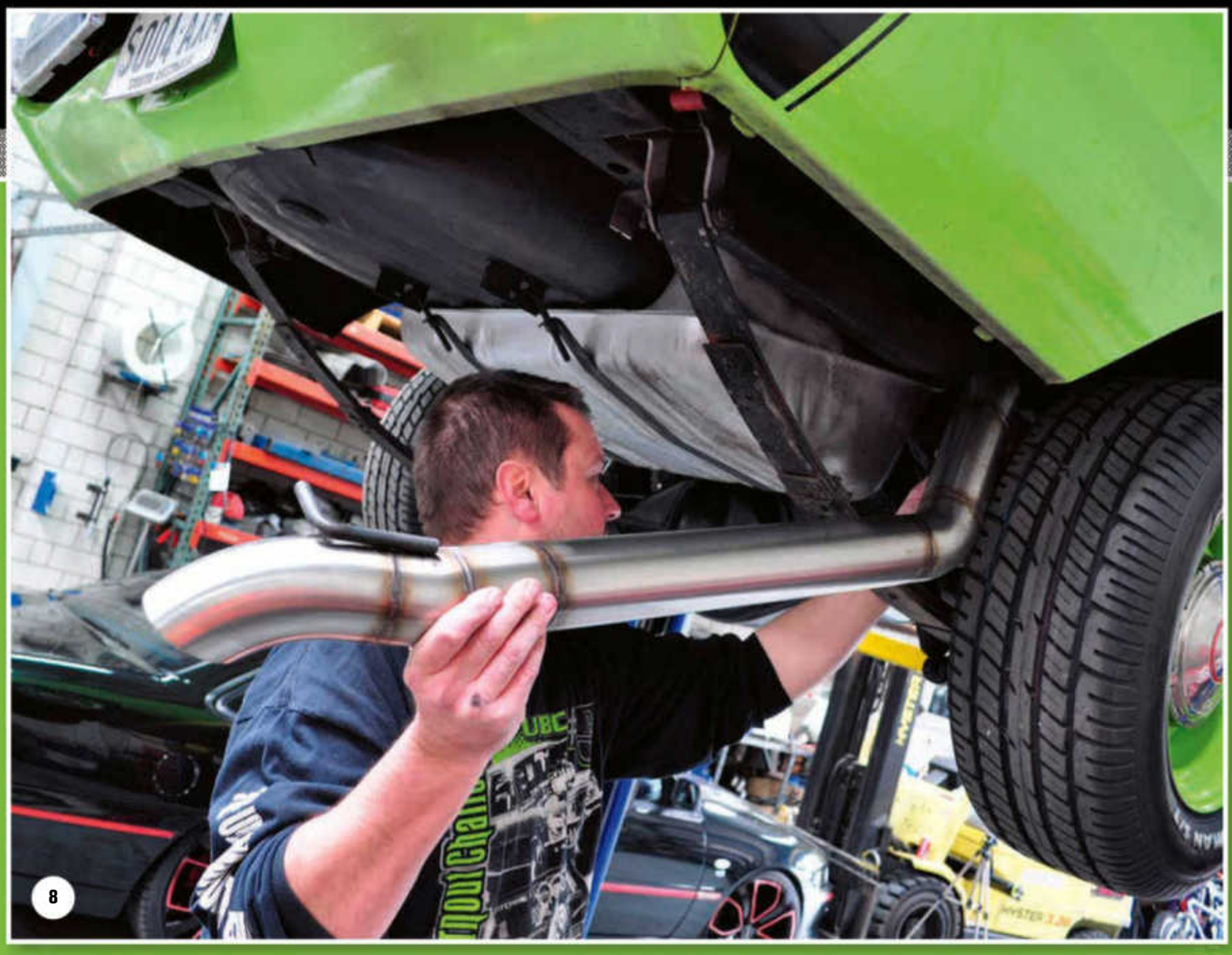
4: Just in case you think all that heat and hammering would damage the outside of the pipe, here's the same piece of pipe after a quick run on the wire wheel – you could coat that and no one would ever know

5: Back in the car and looking from underneath, it's easy to spot where the major point of contention is. With the steering box, steering column, torsion bar and starter motor all trying to share the same space, things are pretty tight

6: From the 3.5in collectors Andrew stepped the exhaust back into a 3in stainless system, then added one of his own hexagonal balance pipes. "The hexagon shape is just a result of the process we use; we get them CNC-cut and folded at the same time as our mufflers," Andrew says

7: Rather than weld the pipes direct to the mufflers, or use slip joints, Andrew chose to use two bolt flanges after the mufflers so the new owner can drop the tailpipes if they want. Anyone who has tried to remove an old exhaust slip joint while lying under a car will appreciate this

Andrew actually makes his own mufflers for many applications, especially late-model Commodores. But for our application that wasn't necessary and he used a pair of off-the-shelf 3in Hurricane stainless mufflers



8: As with the rest of the exhaust, the tailpipes were made up of stainless 3in mandrel bends that Andrew has stitched together. They're easy to slip out at the drags and tuck in nicely beside our offset leaf springs – you can still see the remains of the old hangers inboard of the springs

9: There's not a lot more clearance around the driver's side, but at least now the headers don't hit against the steering box or column. The car now has a nice raucous rumble and the system itself is tucked up and away from speed bumps and other obstacles. Winning!

master; he has built full exhaust systems for some of the toughest street, strip and burnout cars in Melbourne. "Every application is different, so we build them to suit each car individually," Andrew says. "On something like this we would have been better off building a set from scratch, but it wasn't too bad when it's all said and done."

After levelling the engine and getting it in the right position, Andrew set about finding out just where the pipes were hitting, and how much clearance was needed at each point. The car's right-hand side – or American passenger-side – fitment was pretty good, but the driver's side around the steering box, steering column, starter motor and torsion bar suspension was a nightmare.

Our brief to Andrew was to make the headers fit properly and build us a kick-arse stainless-steel exhaust system as well. So stick around and check out how he manages to make it all fit.

THANKS: Extracted Performance Exhausts, Dandenong, Vic – 03 9794 6334.

DIRTY STUFF

WILLIAM PORKER

WE'RE all getting older, often suffering from bits breaking down in our bodies, and I seem now to be more ancient than many of my surviving mates. But I still get up with the crows of a morning and put in a mostly full day in my workshop, fixing stuff that demands to be repaired now, or modified. I don't watch much TV now as most of it is crap repeats, except for sport, and the homegrown dramas bore me to tears – nobody seems to have invented new plots.

But humanity in our go-faster game is full of interesting blokes and stories, ever-changing and refreshingly different.

I recently had a converse with a local character from my hometown. He had an unfinished street machine Jaguar to sell, which he advertised, and a buyer turned up to check out the deal and pay cash money. He limped into the yard, as he had a real problem with a crook hip joint, and said he would be back with a car trailer inside a couple of days. He reckoned that because the Jag had no drive he would use the winch to reef this beast up and onto the trailer, where he could tie it down and then go away.

Well, that was the plan. Problem was, the owner of this Cat was suffering from a buggered left shoulder. So with a crook hip and a dud shoulder between them, these two managed to line up this two-tonne example of pukka British engineering with the back of the trailer and roll out the winch cable and the ramps. Now they just had to get the thing over the hard bit up the ramps, and onto the flat bit.

Smooth going? No chance. The little manual winch was designed to only haul boats out of the water, so when the Jag's front wheels just managed to reach the back of the trailer, the bloody winch gears broke. These two blokes looked at each other, exclaimed in classic strine that the effing winch was a bloody useless piece of crap, and realised they had no way of fixing the thing there anyway. It was just mangled metal now, too broke even for a temporary patch-up fix.

They would have to heave and push the fat back wheels up the incline of the ramps with one crook shoulder and one stuffed hip. The hip bloke put his back against the boot and promptly fell down in the dirt, as his feet wouldn't hold, and the guy with the shoulder found one wasn't enough and hollered in pain when he tried to use both.

Realising that the old Jag was really bloody heavy, the next move was to haul a couple of long four-by-twos out of the shed and lever on the back bumper with these. But they were only old pieces of pine, and after they succeeded in creating dents in the chrome, one broke and then the other, causing the hip man to fall down into the dirt again, and the shoulder sufferer much pain when he smashed into the left tail-light assembly. The Jag remained stationary.

Then, after maligning the parentage of all old and classic Jaguars in very colourful language, they realised that there was no way they would shift that car that day, unless the new owner came back with a better class of trailer. So they rolled the old machine's front wheels down off the ramps, and it promptly ran back uncontrolled and destroyed the wire fence of the chook house, killing three hens and making the rooster sterile for the rest of his life. With white feathers still floating in the air, the two men shook hands without words and gave up in disgust.

THE JAG ROLLED OFF THE RAMPS UNCONTROLLED AND DESTROYED THE WIRE FENCE OF THE CHOOK HOUSE, KILLING THREE HENS AND MAKING THE ROOSTER STERILE

Another time-worn guy I ran into puts lots of time and effort into building rods and reworking cars into stuff that he likes. He's a master of metal and he's not bad with paint, either. He has this reputation for knowing heaps mechanically and helping out anybody who wanders into his yard with a problem. So lots of his mates respect this old man for what he can do, but like many of us with a few years up, he has projects sitting around that will probably never be finished.

One of these had been sitting, covered in spider webs and dust and the remains of mudguards that might be useful, in a hard-to-get-to corner of his work shed for longer than he cared to remember. This was the wide-wheeled chassis of a B-model Ford, already with the cut-and-shut casing of a nine-inch and a rusty dropped front axle. It was always one of those gunna-do jobs, but the day came when he decided a rebuild was never going to happen. So he loaded the rolling chassis onto a trailer and carted the lot to the local tip. That job done, he had a bath and went to bed.

Next morning he got up and opened his front door to discover that somebody had left a chassis on his patchy front lawn, along with a note that read: "Thought you could use this. Found it at the dump. Bob." A dropped-front-axle, nine-inch-rear B-model chassis!

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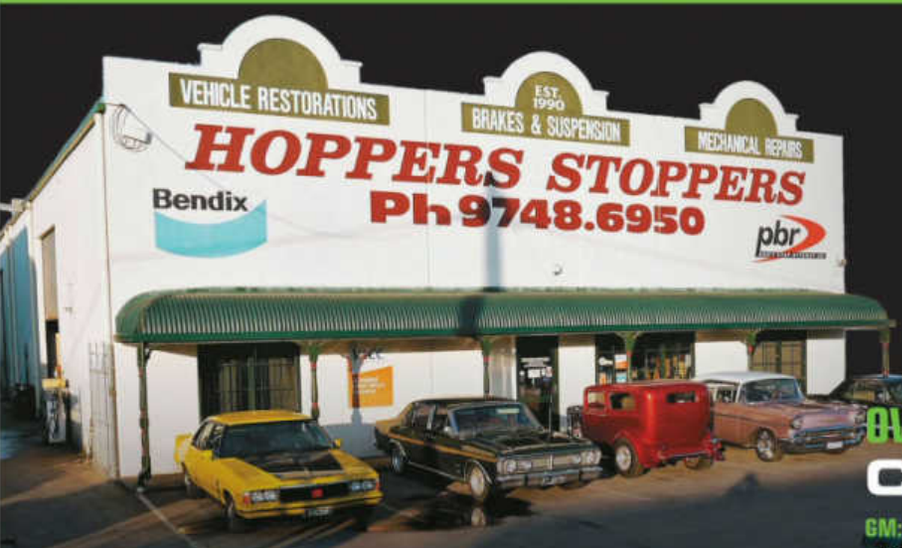

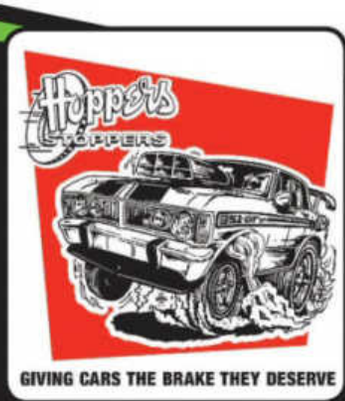

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WILD AT HEART

VICTOR BRAY

THINGS have been a bit quiet this month with the whole ANDRA versus the tracks saga. There's been a lot of stuff going on behind the scenes, which is a lot better than everyone battling it out on the keyboards. But it looks like the tracks and ANDRA will be working together to some degree, and that can only be a good thing.

Unfortunately, in the meantime we've lost another meeting down in Adelaide. They've cancelled the October round; it appears that Rino D'Alfonso and ANDRA aren't able to work together any more, and it is actually ANDRA that controls the lease for Adelaide International Raceway. It would have been better if they could have at least worked together to get that meeting done; personally I think they should have put the best interests of drag racing ahead of everything else. Hopefully we won't have any issues with the new track at Tailem Bend when that gets up and running.

There's been a bit of talk about superchargers in the Doorslammer ranks lately, because ANDRA dropped the requirement to have them SFI-inspected a couple of years back. This means you could have blowers out there that are five to seven years old, and that's a bit of a concern because we are spinning them pretty hard.

For example, if the engine is doing 10,000rpm, and the blower is 108 per cent overdriven – like we do with the PSI blowers – then it's spinning at 20,800rpm. That's an awful lot of revs, and the truth is that some of us are spinning our engines a lot harder than 10,000rpm.

So that's one of things we're working with ANDRA to try and fix at the moment. Of course some of the guys who haven't been around as long don't understand why we're making a big deal about it, but you've only got to see one of these things come apart to understand. One let go in the States years ago and they found the centre section of one of the rotors wedged in the side of a car out in the car park, 300 metres away. Bits of blower were showering down for 10-15 seconds after the fact. Spectators have been hit by broken blower parts in the past and it is never pretty.

Talking blowers, it is interesting to see that the Roots blower hasn't totally gone away. Sean Mifsud's Duster still runs a high-helix Roots, and with Paul Cannuli doing the driving they've been laying down some impressive numbers. They won the season opener at Darwin about a month ago, and probably would have done okay at the NT titles recently except for some unforeseen mechanical issues. That was a real shame, because they were leading the points coming into the meeting. Being a Roots-blown car, it's allowed to be 150lb lighter, and with recent advances in Roots blower technology, that makes cars like Sean's very competitive.

I'm not saying everyone should run out and buy one; the Roots blower takes more power to drive than a PSI blower, despite the fact that we spin the PSI blowers a lot harder than the Roots units. At 50 per cent overdrive it takes something like 800hp to just drive the blower, but bring that back to 12 per cent and the difference between the Roots and the PSI is a lot less. They are saving an awful lot of power just not having to drive the blower as hard, and the propeller-heads have been doing a lot of work on the blower cases in the past 15 years or so to make them more efficient. Take a look under a Roots blower on an OEM set-up these days and they look a lot different to the GM blowers of years gone by.

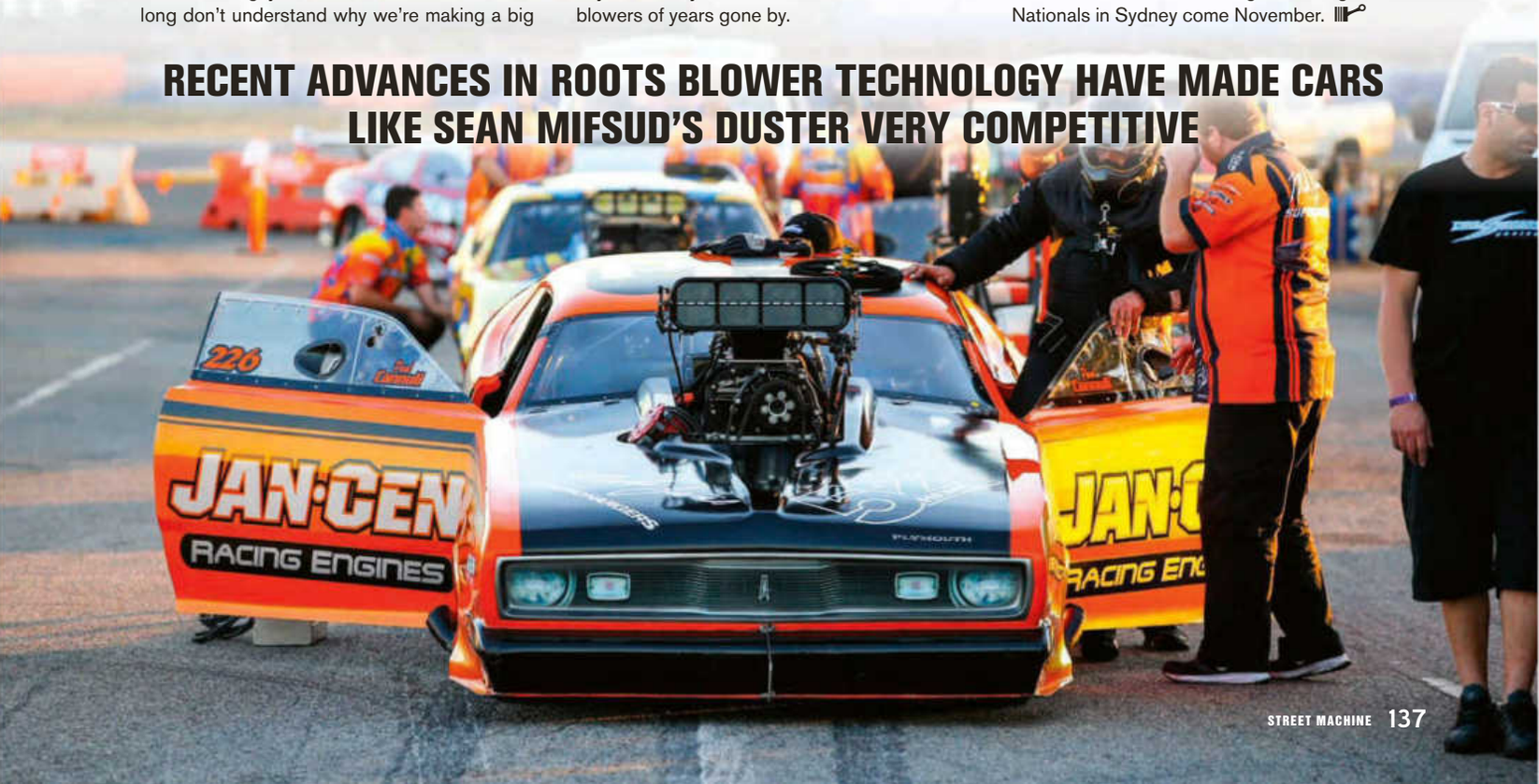
That same technology has been adapted to the Roots blowers in Pro Mod and Top Doorslammer; in fact they're so good at 12 per cent now that they're probably better than they used to be at 50 per cent overdrive. Which is why a Doorslammer with a high-helix 14/71 and 12 per cent overdrive is capable of running 5.70s on the quarter.

We're not complaining; in fact we've considered going that way with Benny's car. Don't get me wrong, the PSI cars still have a lot of potential, but we've had to add a bit of weight to Benny's new 'Vette to make it legal. If we put a Roots on it and took that weight back out we'd be down around the 2550lb mark. The downside is that those new competition Roots blowers are very, very expensive – a lot more than a PSI blower – and that makes it pretty hard to justify the extra expense.

As I write this, things are gearing up for the Brisbane Jamboree, and it looks like it'll be an interesting meeting. Benny hasn't got his car back together unfortunately, so he won't be running, but we'll see if Rod Harvey can get his first five-second pass. If he does get it, he'll be the second person to do it, and the first privateer, apart from the sheiks. It should be a pretty good meeting and apparently there's a bunch of Kiwis coming over for this one as well. Hopefully the wonderful Queensland weather we've been having lately doesn't become an issue.

Other than that it looks like we've got a bit of a break in the racing calendar now that the Adelaide round is no longer there. And while we're sad to lose Adelaide, it's nice to have a spell from competition. It gives the teams a bit of time to recharge, and regain their focus, and I think we'll see some great racing at the Nationals in Sydney come November.

RECENT ADVANCES IN ROOTS BLOWER TECHNOLOGY HAVE MADE CARS LIKE SEAN MIFSUD'S DUSTER VERY COMPETITIVE



URBAN WARFARE

MARK ARBLASTER

RETURN OF THE TOXIC AVENGER

> LOW NINES ON A JUNKYARD 327 WITH 288,000KM ON THE CLOCK? HELL YEAH!

I HAVE wanted to build a fun car for a while, something like the old WAR440; one you could sit on, lean on, drop tools on and cane the crap out of without worrying about stone chips and the make-up.

I had my heart set on a VF or VG ute, but you need to be vertically challenged to fit behind the wheel. So, the next choice was a coupe, and one just happened to pop up on Gumtree.

The car had been garaged for the past 20 years, but that doesn't automatically mean it was a Barrett-Jackson superstar.

The first challenge was to organise a look. The owner, suddenly overwhelmed with interest, decided to shift the goalposts from his original sale price and turn things into a Dutch auction. After a dozen emails, myself and fellow Mopar enthusiast and Drag Week buddy Steve Reimann finally got the address in Sydney and headed over to check it out.

The car was as solid as they come, with no rust in the guards, doors or quarters. There were a few small holes in the driver's floorpan, behind the rear screen (where the vinyl roof had been) and subsequently on the trunk floor.

The deal was done after flashing the cash and we returned later to get the old 245 running for the trip back home.

The plan from the outset was to jam a turbo V8 in it – on a our trips to Drag Week in the USA we had been astounded by the strength of the stock cast-block 5.3L LS-based engines.

We've all heard the stories of people buying old junkyard engines with 170,000 miles on them, and then strapping on a turbo to make big power with a totally stock bottom end. By re-gapping the top ring from 16thou to 26thou, it would theoretically be simple to make 1000hp at the flywheel, and even up to 1250hp on standard crank, rods and pistons.

So we thought we would put this to the test and try to run a low nine-second pass on a 5.3L (327ci) motor that had 180,000 miles on the clock (that's 288,000km)! Sounds crazy, huh?

The real selling point is that these motors are cheap as chips, and you can usually land one on your doorstep for under $3K. 1000hp in a light car on radials should land in the bottom nines over the quarter-mile, and be 100 per cent street-driveable.

Once we got the car home and removed the old 245, it was a weekend on the pressure washer to get the engine bay cleaned up. It looked like nothing was going to remove 40 years of grit and grime, but with the help of a great product called Eraser by Glendale Chemicals, it came up a treat.

The car then needed a brake upgrade and a change from a small stud pattern (mainly used on early Valiants) to a Ford stud pattern. Steve

When this VG hardtop popped up on Gumtree, the TAVOs (Tight-Arse Valiant Owners) were frothing at the mouth, but Arby swooped in with a wad of cash and grabbed it

had a set of lower control arms, Kelsey-Hayes four-spot calipers and ventilated rotors lying about from his Dodge Dart, and with a few new bushes we had the front end up to speed.

In the interim, we secured a complete LS1 to dummy up with, while the 5.3 I had bought was stripped and prepared.

With a shopping list of go-fast bits happening in the background (including a spring relocation kit and mini-tub kit for the rear end and the new Competition Engineering nine-inch diff), a timetable had to be set to get this car up and running.

The big jobs were to get the engine and 'box mounted, the springs moved and mini-tubs fitted, the car wired, the plumbing sorted and finally a tune-up.

By the third week we had the car down to Junee, NSW, with a complete LS1 engine and Powerglide gearbox. Junee fabricator and street machiner Martin Tooth is pretty handy with the welder and drop saw, and it wasn't long before the motor and 'box were sitting in the engine bay.

While the engine bay was huge, the distance between the shock towers wasn't. Also, the factory steering box needs to be shifted around with any engine that has the starter motor on the driver's side. To make matters worse, the K-member in the car was massive, and with the drag link at the rear there was no off-the-shelf LS-style oil pans available.

The low-mounted alternator on the passenger side was also a concern, as there still needed to be room to get the log turbo manifolds past the engine to the turbocharger.

A quick scope on eBay sourced an alloy pan (for $200) with a front sump that could easily be moved to become a centre pick-up oil pan.

The factory brake booster and mount looked

> NEWS

UPPING THE ANTE

IN THE build-up to the 2015 *Street Machine* Drag Challenge, there has been a little behind-the-scenes testing and some new PB times achieved. Victorian Harry Haig has upgraded his POP666 HQ from an 88mm turbo to a single 98mm Precision Pro Mod item, and on its first outing managed an 8.39 at a massive 173mph (up 8mph).

He has since backed that up with an 8.22, though he is now out of fuel pump so will need to reassess the twin Aeromotive pumps in the boot.

Harry is probably the only racer who has his car close to ready for Drag Challenge, as he heads off to the States to fulfil a life-long dream of driving a Mopar at *Hot Rod* Drag Week. Needless to say, the HQ will probably be up for sale when he returns after tasting some of that Mopar goodness.

2014 Drag Challenge winner Quentin Feast has picked up a couple of tenths with an 8.34@165mph in his twin-turbo LH Torana, while fellow Victorian Brendan Cherry has finally cracked an eight-second pass in his LS-powered single-turbo HQ Monaro. The real movers have been Terry and Anita Seng in the Paramount Performance VC Brock – they've dipped into the bottom sevens after running mid-eights in 2014.

The route for this year's event is Calder, Portland, Mildura, Heathcote and back to Calder.

KING OF THE STREETS

THOSE boys at Tunnel Vision in Victoria really have their ducks in a row when it comes to turbo six-cylinder combinations. Not only do they have two of the fastest street cars in Victoria, but both are running de-stroked 4.0L Falcon AU motors.

The first car is the EB Falcon of Victorian Michael Cini. It's a true sleeper that outwardly looks like the full family pack, even sporting factory hubcaps.

The engine is running a GT42 turbo with over 30lb of boost on E85, and it's powered by a Haltech PS1000 ECU with a Powerglide transmission and a factory BorgWarner limited-slip rear end. Michael recently ran a staggering 8.98@158mph and completed a 600km round trip to the track on the one tank of fuel. Now that's impressive!

The other car is the turbo six-cylinder 1966 Mustang of John Colaidis, which was running into the eights at one stage on LPG. Since the car has been changed to E85 they have stepped it up a bunch, and it recently ran an incredible 8.16@172mph. Man, that thing is humping!

At this point John owns Victoria's fastest street car, and we'd love to see it at Drag Challenge.

IT WAS A TOSS-UP WHETHER TO USE AN EBAY GT42 OR THE 80MM BORG WARNER THAT WOULD FAR EXCEED THE ENGINE'S CAPABILITIES

a little too close to the rocker cover on the driver's side, so a remote booster bracket, EB brake booster and VZ Commodore master cylinder were bought off eBay for a total cost of $240.

It only took three hours to have the old mounts cut off the K-frame, the motor sitting roughly in position and a new gearbox crossmember made to locate the Powerglide transmission.

The front was then cut off the sump to clear the member and bolted into position so the height of the motor could be set. The standard Holden mounts were no good as they were positioned behind the K-member.

Toothy produced a set of Castlemaine Rod Shop mounts designed to put an LS1 into a Holden one-tonner. With a couple of small pieces of box section tacked to the crossmember, the engine was as close to the centreline of the car as the starter motor would allow.

Richard Wallace, from SumoFab in Canberra, whipped up a set of log manifolds – though for our purposes, a set of stock manifolds would have done the job. It was a toss-up whether to use an eBay GT42 turbo or the 80mm billet-wheel BorgWarner that would far exceed the engine's capabilities.

Any self-respecting street machiner already knows the correct answer to that one, so the trick was to get the 80mm job sitting as close to the front of the head and side of the engine as possible. SumoFab CNC-machined a T06 base for the turbo, and a set of 40mm Tial wastegates were sourced off a Facebook buy-and-sell page.

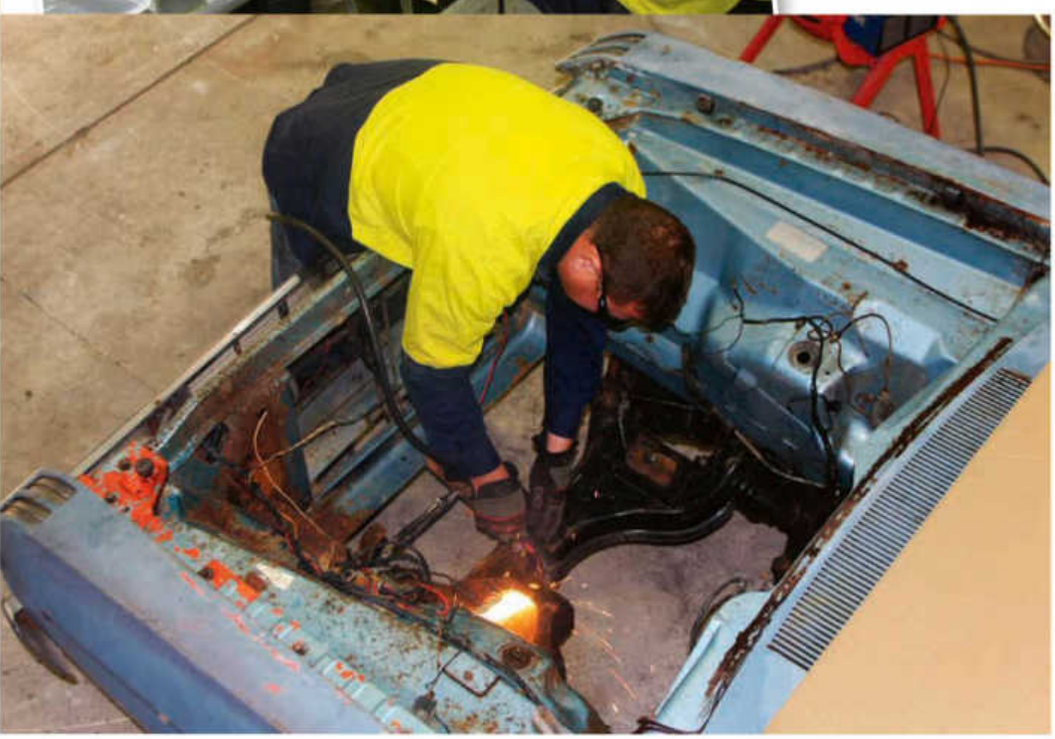
From here it was just a matter of joining all the pieces together. Both manifolds needed to have V-bands and the crossover pipe as low as possible across the front of the engine. While we did manage to get the engine mounted and turbo exhaust plumbing all but done over one weekend, we have since made a few small changes to make it look a little neater.

In our next segment we will get a set of mini-tubs installed, relocate the rear leaf springs to the chassis rail, and install the nine-inch diff.

When all else fails – more turbo! The choice was to buy an eBay GT42 for $500, or use the 80mm billet-wheel BorgWarner turbo sitting on the shelf. Bigger is better, so the guys decided to go for the BorgWarner. With around 15psi the little cast-iron 5.3-litre donk should push out around 650hp at the rear wheels on a diet of E85

The light blue beast was towed down to Junee, north of Wagga Wagga, for its heart transplant. Then Martin 'Toothy' Tooth busted out the oxy to cut the old mounts off the K-frame, before firing up the welder to TIG-weld on some V-bands for the turbo conversion. The plan is to run an air-to-air cooler along with the ECU and digital dash out of WAR440. The power will be fed through to the Competition Engineering nine-inch rear end by a Northmead-prepped Powerglide

A generic front-sump alloy oil pan was found on eBay and the front corners cut off to clear the back of the bulky Valiant K-frame. If all goes well they'll have it up and running for Drag Challenge in late October. Nothing like a short deadline to keep the blood pumping



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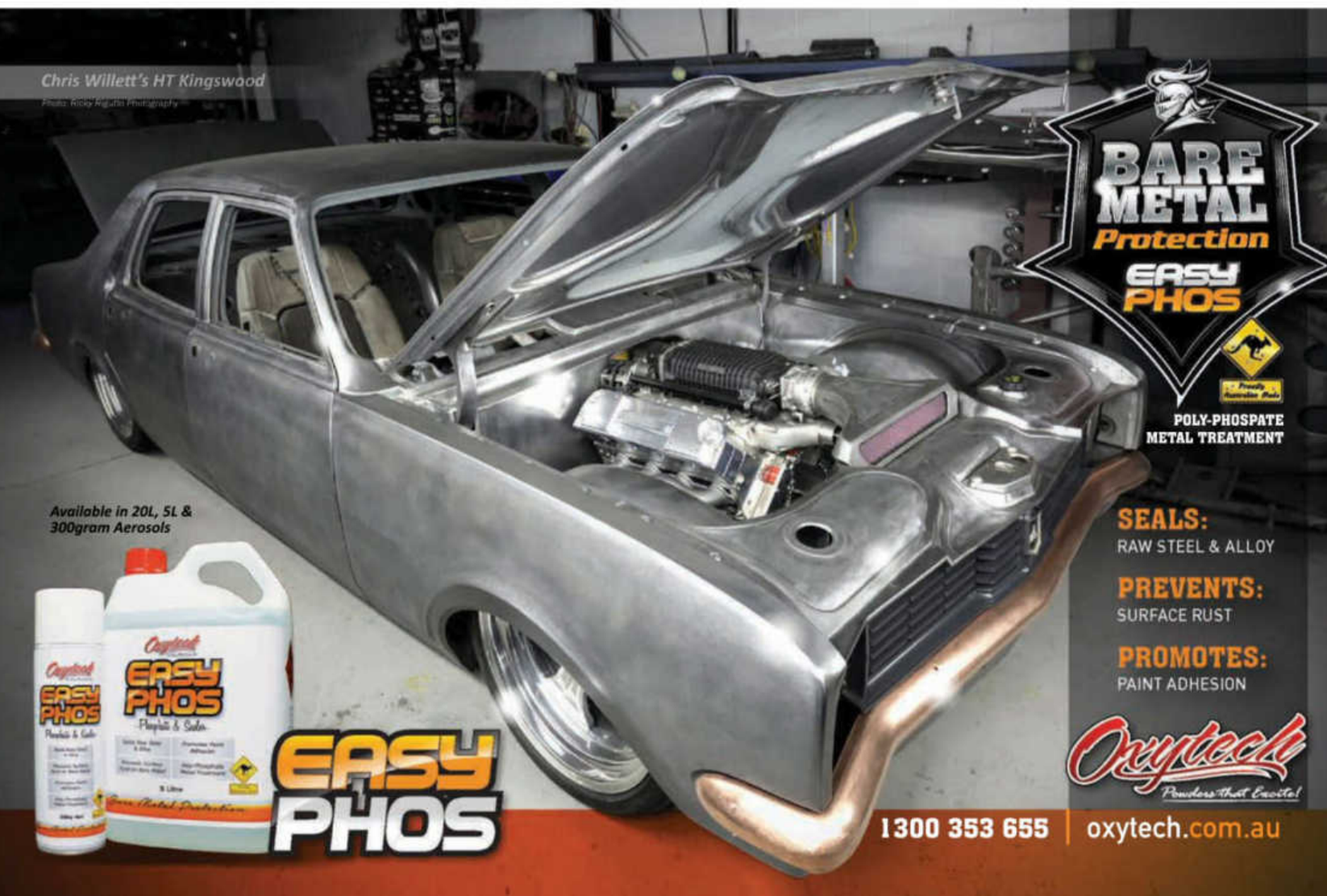


APSA TOP 10 LISTS

TO GET on the Australian Pro Street Association Top 10 lists fax your time card to Simon Kryger on (02) 9651 4041. See www.austprostassc.com.au.

PRO STREET BLOWN

D Luppino/G Forster	**6.69/219.51**	**632ci Ford T Mustang**
Peter Pisalidis	6.83/208.81	440ci Chev T Camaro
Craig Hewitt	6.87/202.03	Holden Monaro SC
Steve Athans	6.96/190.08	572ci Chev Mustang TT
Karl Wicht	7.26/189.55	555ci Chev B LX Torana
Tommy Raikko	7.30/198.82	400ci Chev T LJ Torana
Paolo Todarello	7.51/186.95	400ci Ford T Cortina
Michael McGrath	7.55/182.01	555ci Chev N LJ Torana
Nathan Hagerson	7.83/181.57	2JZ Toyota T RX2 Mazda
Adam Smolders	7.90/171.40	427ci NOS Ford Capri

PRO STREET UNBLOWN

J Somma/T Papadopoulos	**7.93/168.24**	**440ci Ford Cortina**
Tony Nicolaci	8.01/168.70	602ci Chev LX Torana
Geoff Campbell-Brown	8.10/166.68	434ci LH Torana
Andrew Milford	8.25/163.41	452ci Chev LC Torana
N Dalipi/C Brewer	8.30/162.65	632ci Chev Mustang
Barry Hall	8.39/160.18	598ci Chev HZ Holden
Paul Beauchamp	8.30/156.75	350ci Chev '87 Pontiac
Chris Stevermuer	8.48/158.91	598ci Chev LJ Torana
Darren Edwards	8.72/152.92	540ci Chev HT Monaro
Darryl Dando	8.91/151.85	611ci Ford XT Falcon

MODIFIED STREET BLOWN

Joe Gauci	**7.15/202.27**	**372ci Ford T Cortina**
Stuart Henry	7.21/195.17	615ci Chev N Capri
P Pronesti/M Hayes	7.31/190.94	632ci Chev N LJ Torana
Michael Arnold	7.43/188.49	378ci Chev B HT ute
Johnny Wilson	7.53/176.21	622ci Chev N LH Torana
Mick Voase	7.54/194.27	555ci Chev N LX Torana
Paul Cibotto	7.64/188.96	347ci Ford T Mustang
Brett Benz	7.87/179.42	400ci Chev T VL Calais
Greg Tsakiridis	7.87/173.09	430ci Ford N RX4 Mazda
Anthony Fichera	8.04/173.36	350ci Chev T LH Torana

MODIFIED STREET UNBLOWN

Danny Sharban	**7.67/179.64**	**632ci Chev Capri**
Mick Brody	7.86/172.39	622ci Chev LX Torana
Tony Cusolito	7.88/178.00	638ci Chev Capri
Kon Michaloudakis	8.28/163.28	632ci Chev Capri
John Habib	8.47/160.73	632ci Chev Torana
Mark Drew	8.47/160.65	622ci Chev LX Torana
Leo Vangelovski	8.49/159.80	485ci Chev LH Torana
Andrew Halstead	8.55/163.55	622ci Chev HQ Monaro
Wayne Lear	8.54/157.30	582ci Chev LX Torana
Pier Baiocchi	8.89/150.23	434ci Chev LX Torana

TRUE STREET

Anthony O'Connor	**8.53/157.63**	**412ci Ford XD Falcon**
Dean McMahon	8.60/158.33	440ci Ford XF Falcon
Andrew Searl	8.70/156.35	427ci Ford XE Falcon
Janelle Scott	8.96/150.68	420ci Chev LX Torana
Anthony Visintin	9.09/147.91	447ci Ford XE Falcon
Jason Benz	9.12/148.72	427ci Chev VL Calais
Greg Aitken	9.40/143.52	434ci Chev LX Torana
N Bonikos/T Cusolito	9.43/146.56	460ci Chev HX Holden
Shane Elvin	9.45/141.11	408ci Chry-Rambler Hornet
Peter Haravitsidis	9.64/137.76	411ci Ford XY GT Falcon

RADIAL OUTLAW

Daniel Nunziante	**7.00/220.66**	**600ci Ford T Cortina**
Michael Kalaitzakis	7.09/210.67	525ci Chev T Supra
Marc Leake	7.29/196.63	622ci Chev T LX Torana
Steve Bezzina	7.38/194.49	435ci TT Ford Fairmont
James Horan	7.43/190.35	240ci Toyota T Hilux
Perry Bullivant	7.44/202.52	400ci Chev T LX Torana
F Marchese/J Gauci	7.75/190.11	370ci Ford T XY Falcon
Frank Canistra	7.82/172.06	13B Mazda T RX3 Mazda
Nathan Farrugia	7.83/178.97	427ci Chev T RX3 Mazda
Shane Crichton	7.87/174.03	2JZ Toyota T Toyota Cressida

10.5 OUTLAW

Paul Mouhayet	**6.08/244.52**	**526ci Ford Mustang TT**
Robert Campisi	6.28/235.35	632ci Ford Mustang TT
Frank Mamone	6.38/229.47	427ci Hemi Nova SC
S French/S Sarkis	6.39/234.00	540KB Pontiac SC
Simon Kryger	6.59/208.97	864ci Chev 68 Camaro N

STAGE WRITE

BOB KOTMEL

I PULLED up outside Sonny Leonard's shop in Lynchburg, Virginia, to the sound of a Pro Mod motor being dynoed. It sounded so good, but inside the shop the guys on the dyno weren't happy. The 903ci fuel-injected motor was down on horsepower. A quick look at the computer showed the number seven cylinder's exhaust temp was down compared to the others.

Sonny's first call was to change the sparkplugs. I won't mention the brand name, but his trusted racing plugs were now being made "elsewhere", so the first step was to change the plugs. Before the next dyno pull, the tappet covers came off to check the valve lash. Everything was perfect. Sonny ran the motor again and it was still down on power. It was the number seven cylinder again.

The rotor cap was taken off, but there was nothing visible in the distributor. So they decided to swap the number seven injector, and with the next pull the 903 made 1701hp naturally aspirated and was ready to go back to the customer.

It had been a long day, and Sonny was glad to see the engine making the power it was supposed to. We all went up to the American Legion – a veterans' organisation – to celebrate.

The Pro Mod class in the US is pretty amazing. They have different weights and rules for nitrous, turbo and supercharged cars, and looking through the results at Bristol I can't believe how evenly matched they are.

NHRA seem to have a good formula for keeping the playing field even. Pro Mod racers have to qualify for a 16-car field, and the bump spot at Bristol was a 6.099@238mph. The class also limits the amount of overdrive for superchargers, and turbochargers are limited to a maximum diameter of 88mm.

The next day I left Lynchburg and headed off to Knoxville, Tennessee, to see Robbie Vandergriff – a veteran Doorslammer racer. There are so many things happening for car enthusiasts in the USA, and Robbie recommended I go to the Shades Of The Past hot rod/car show in Pigeon Forge, Tennessee, in September. The show in the Smoky Mountains has grown into one of the biggest in the US.

On the topic of car shows, I was recently told about the rat rod show that Don Garlits holds every year in Ocala, Florida. What started off as a small free-entry event has since become so popular that they've had to hire the land nearby and charge three dollars for parking.

If you find yourself in Ocala, it's well worth visiting the Don Garlits Museum of Drag Racing. Something that stands out is how much horsepower has increased in Top Fuel over the years – there's an

AT THE GARLITS MUSEUM THERE ARE DOZENS OF SWAMP RATS, FROM DON'S FIRST DRAGSTER THROUGH TO HIS LATEST REAR-ENGINED RAILS

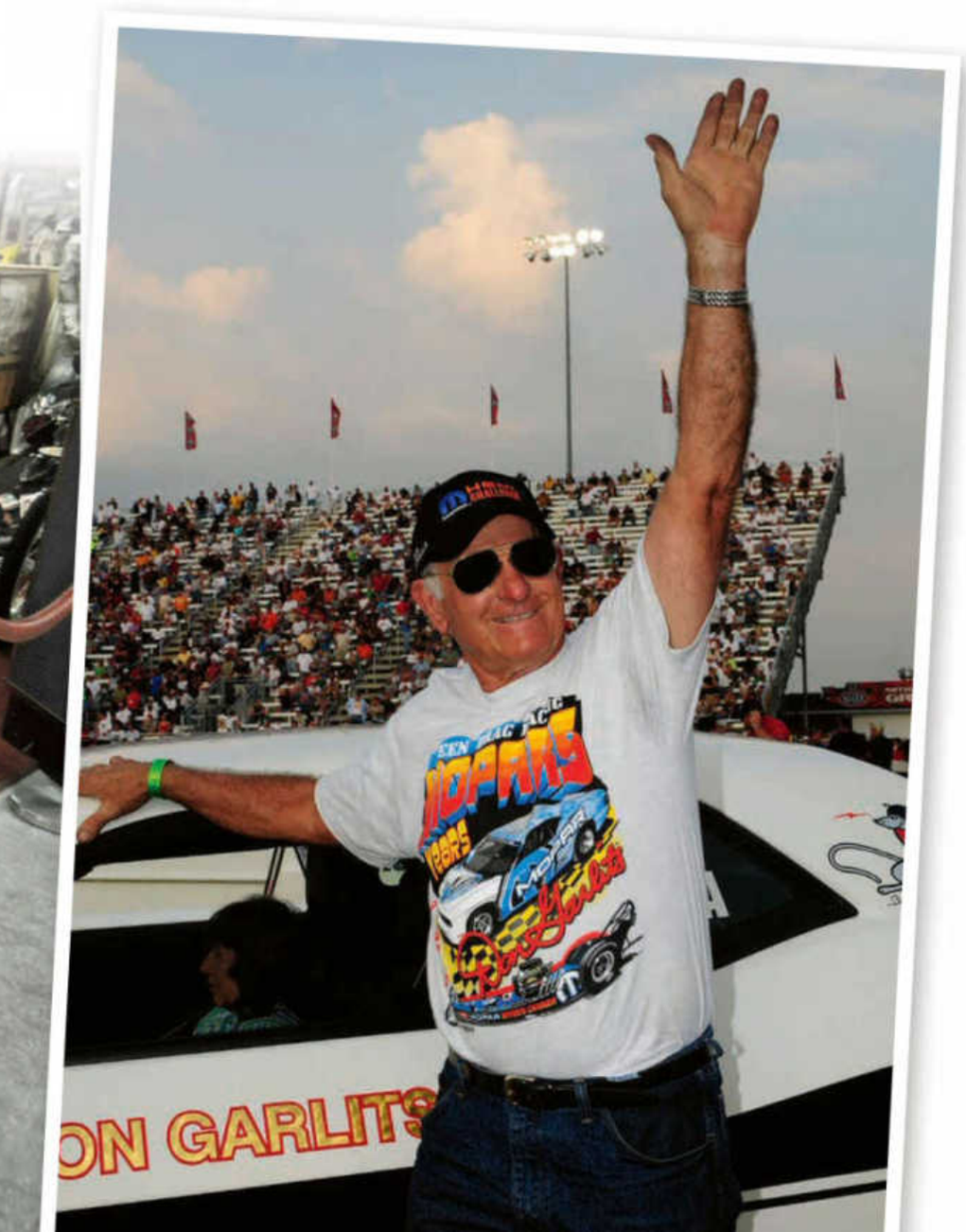
engine room at the museum with Top Fuel donks that progressively increase in power all the way to 8000hp.

The museum is also a graphic illustration of how the dragster has evolved. There are dozens of Swamp Rats, from Don's first dragster – built in 1954 with Model T frame rails – through to his latest rear-engined rails. I can remember making a Revell model of Don's 200mph dragster as a kid, so it was great to see it for real.

I could have spent all day wandering up and down the aisles reading about all the famous cars, especially Don Prudhomme's Army funny car and the late Ed Roth's Yellow Fang rail, which I remember seeing at Calder when I was a kid.

What I wondered about, however, was all the cars I didn't see in the museum. The air-conditioned buildings are full of historic cars and there's very little room left for any more, but there must be thousands of race cars sitting in garages and sheds all over America that are obsolete and no longer competitive, yet they would be awesome street, bracket or nostalgia race cars.

And if you said: "Bob, you can have any car you want," you'd have to lock me up in the funny farm, as I wouldn't be able to choose.



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This month we talk to Tark from

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Describe your business.

We design and manufacture performance Headers and Exhaust Systems for V8, V6, in-line 6, turbo applications and 4WD's.

When and where did you start?

Hurricane Headers started in 1977 in Moorebank, NSW, less than 500 meters from our current location.

Where is the company now and why?

We like to think that we are one of the top two Header/ Exhaust System manufacturers still left in Australia. We're here because of our continuous development in technology and designs, and always being in touch with the Australian market.

Why have you decided to keep your business in Australia and how much of it is produced here?

100% of our Header range is still produced in Australia. We pride ourselves on our product and for this reason alone we have kept manufacturing in Australia. It is cheaper to manufacture overseas, however you are limited with design, performance, looks and most importantly fitment. Therefore, it is best to keep manufacturing at home, in Australia.

What is your company's unique selling point?

We have two equally important selling points. We have Australia's largest performance Header range and provide the best product available to the market at the best possible price.

What is your company's best-selling product?

By far the best selling products are our tuned design LS-series Headers, from VT- VE and now our newly designed VF Series.

Use three words to some up your business.

Complete, Performance, Exhaust.

What differentiates you from your competitors?

Our Header range uses a "Merge Emulation Spike", which emulates a merge collector, for less than 5% of the cost of a real Merge Collector. This is one of our differences in our 4 into 1 design's. Utilising our four in house mandrel bending machines, we have the capability of designing and manufacturing "one piece primaries'. This is when we design the primary pipe in one piece, from port to collector, without the need for unnecessary weld joins between bends. Some cheaper brands cannot replicate this, which can cause misaligned tubes, protruding welds and poor gas flow.

Where are your products used?

Our products are used from street vehicles, to high end performance and Drag Cars. On and off Road 4WD's across Australia and New Zealand.

Have your products set any records?

Too many to count, from old Cleveland engines in XY Falcons to current day 1000HP plus VE Commodores.

Do you feel that your product has a better reputation because it is Australian Made?

Recently, a lot more people are realising the benefits of a locally designed and manufactured products. The customers feel a reassurance when purchasing our product with a warranty and constant product developments. Our reputation continues to improve.

How many people do you Employ?

28.

What are you currently developing?

Our next big development is a 2 inch single piece 4 into 1 Header for the new VF HSV GTS. We've already released a street version of this header and Exhaust system, so watch this space for its release soon. Further to this we have Chryslers 300C 6.4L and new systems for the Toyota FT86 and Subaru WRX.

How has running a business in Australia changed?

Australian businesses are becoming one of the best in the world due to the constant changes in our business environment. Although not always easy to handle the changes in Australia, it has made us become more efficient and smarter in all aspects of our product. From the initial design stage, we are now thinking about ease of shipment, fitment and the availability of added bits and pieces (e.g. O2 extension harnesses). It has really brought the management of business to the everyday employee. It's not been easy and those who are still in this industry should really be commended for their efforts.

We constantly have our products copied and reproduced into cheaper and inferior product. However, the Australian market is starting to understand these tricks and request an Australian Made and Designed product.

What is the best product you have developed?

Our best Product is always relative to the period we are in. Right now it relates to a variety of products, including VE/ VF Commodores, XY Falcons and the Toyota FT86. Our continual improvements in machinery and tooling, allows us to design larger diameter headers within sometimes tighter areas. With this we have been the first to make one piece 4 into 1 Headers for all of these models.

IN GEAR

01

01 BRIGHT AND OILY

MATCH your street or track-focused V8 engine with an Aeroflow super oil pan. These oil pans begin life as a stamped steel pan, before being customised with specially designed extra-oil-capacity wings. These wings won't affect ground clearance, which helps maintain constant oil temperatures for reliability. They feature windage trays and crank scrapers. Get it in chrome, black, or raw unpainted finishes. Contact (02) 8825 1900 for info.

02 PUSH THE BUTTON

TRICK up your ride to the nth degree with this bonkers Stealth Magnum Grip with button actuator. The folks at Bliss Custom Machining have released it to fit all B&M Magnum grip shifters. The button can activate the two-step ignition, transbrake or the nitrous system, and it works with a 12-volt system. The wire is completely hidden in a machined channel on the shifter stick. Plus, it's Aussie-made! Give 0403 324 266 a buzz for more deets.

02

03 PLUG IT IN

AS ONE of the largest OE parts suppliers in the industry, DENSO is a leader in sparkplug technology, innovation, product development and performance. DENSO offers a complete range of sparkplugs, including Iridium Power, Nickel TT, Iridium TT, Iridium Racing and standard sparkplugs. To find a suitable 'plug for your vehicle visit: www.densoautoparts.com.au.

04 FULL FUEL FIX

E85 FUEL has a habit of extracting water from the atmosphere, which can lead to corrosion if left untreated. Enter Nulon E85 Performance Fuel Treatment. It'll safeguard the fuel tank, fuel lines, combustion chamber and keep injectors clean, which will optimise engine performance. One bottle treats up to 100 litres of fuel and allows it to be stored in a jerry can for up to 12 months. Call 1800 679 970.

04

03

05 TUFF STUFF

UNLEASH the horses at these Tuff Mounts and they're guaranteed to be up to the challenge. The all-new Holden six version will suit most Holdens – from EH right through to VK Commodores. The Tuff Mounts are 100 per cent captive and, even better, are engineered and made in Australia. You beaut! Fetch 'em for $350pr at www.musclegarage.com.au.

06 GET PUMPED

ENHANCE engine performance with these new Davies Craig electric water pump header-adaptor kits. There's one to suit Ford big-block 429/460 V8 engines, and another for the Ford Windsor. Both kits will eliminate heat soak, increase engine power and provide greater engine cooling control. The kits replace the mechanical water pump and are easy to install. Give Davies Craig a call on (03) 9369 1234.

07 UNDER THE COVERS

ROCKIN' a WB Holden, early Commodore, or XC-XE Falcon with a rectangular master cylinder? Equip one of these CNC-machined billet brake master cylinder covers from Lowe Fabrications and bring some bling to your engine bay. Available with three machined grooves in the top, or just get it plain. Dress it in either a polished finish or powdercoated in a massive range of colours. Dial 1300 LOWE FAB.

08 CARB DIET

ALL hail the arrival of QFT's Pro-Street WFX-series carburettors. These are designed for higher-horsepower, larger-cubic-inch street-driven engine applications. Neat features include specific fuel curves and four-door power valves that provide exceptional street driveability and manners. Sizes include 975cfm, 1050cfm, and 1150cfm in large-flange configurations. For pump petrol only. Contact APD on (08) 8363 5566.

09 SWEET CARLECTION

WHAT do you give a revhead with an office job? A car-themed computer mouse or USB stick, that's what! From the new Alfa Romeo 4C, Porsche 911, AMG C63 or Nissan GT-R, Carlections has the supercar mouse for you. In addition to the mice, you can get Porsche, Lambo and Aston USB sticks (to name a few) which will store up to 16GB. Call 0416 071 556 today!

10 CONTROL FREAK

CHEVROLET Performance's controller kits deliver all the components required to plug into an engine and get it running – from the controller and the accompanying wire harness, to the mass airflow sensor, oxygen sensors and even a throttle pedal assembly for engines equipped with an electronic throttlebody. Includes detailed instructions for first-timers. Call the crew on 1300 4 EAGLE.

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HURRY, COMPETITION ENDS NOVEMBER 30, 2015!

*Savings based on cover price of $9.50. Competition commences on 17 September 2015 and closes on 30 November 2015. Winner will be drawn at 11.00am (QLD time) on 19 January 2016. For full terms and conditions please see www.streetmachine.com.au/win-a-sidchrome-toolbox. Permit numbers: SA: T15/1363 NSW: LTPS/15/06116 ACT: TP15/06912

READERS' ROCKETS

SEND photos of your car and a few details of what went into the build to Readers' Rockets, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166 or email readerscars@bauer-media.com.au. Please note: Send us copies of prints as we are unable to return your photos.

WIN! WIN one of three Eagle One gift packs, including Wax-As-U-Wash, 20/20 Glass Cleaner, Wax-As-U-Dry, Nevr-Dull Wadding Polish and Wipe & Shine Detailer. See www.eagleone.com.au for info!

BRAD AND RAYLEA THOMSON
1976 HX SANDMAN PANEL VAN

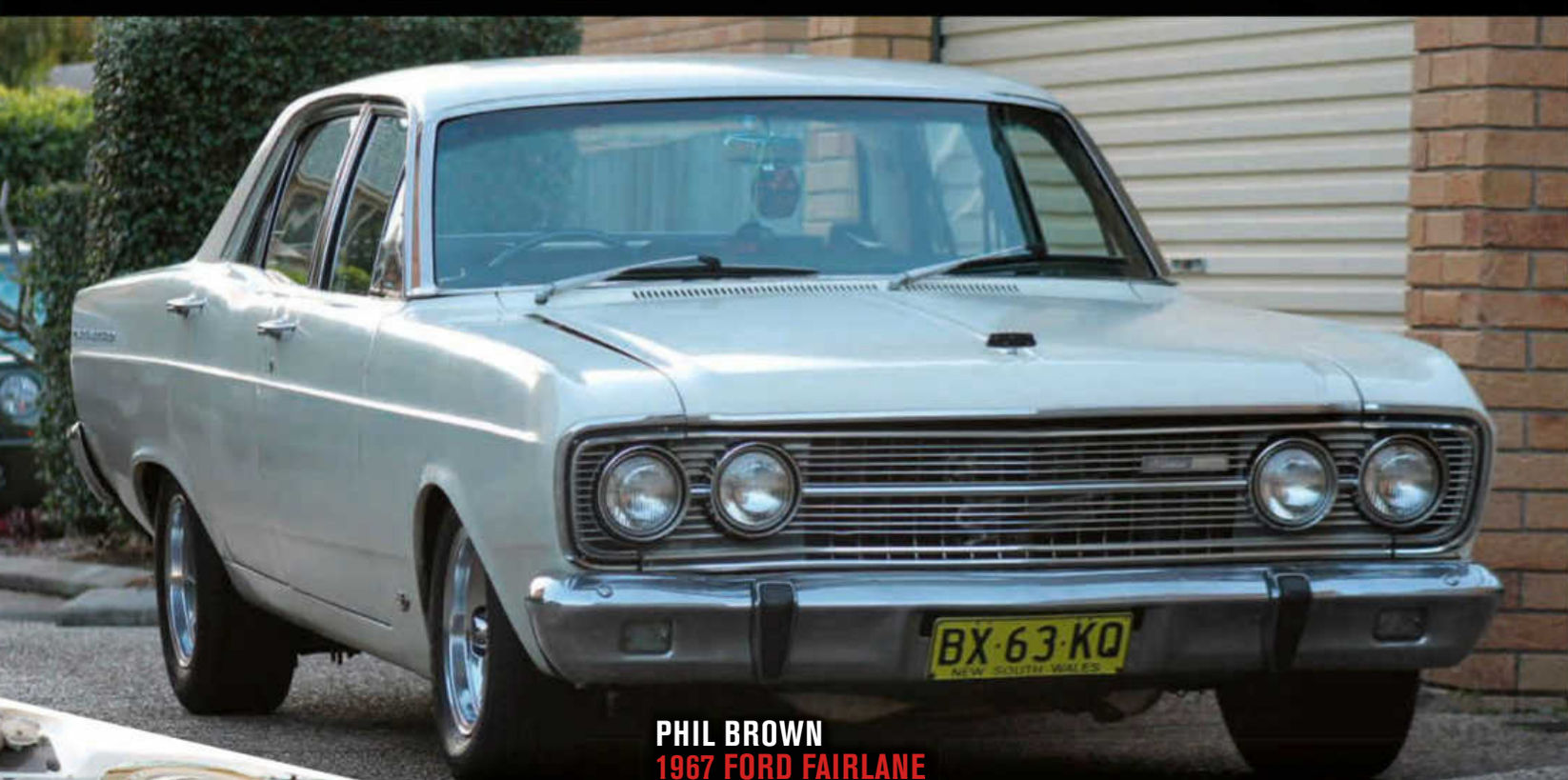
"MY WIFE and I have owned this van for 33 years, and for a long time it was just sitting in the shed, so three years ago she was rolled out for a refresh. It now runs a 434 small-block Chev imported from the States, Tremec five-speed from Mal Wood, nine-inch diff, and custom Mytyme Gold paint. The van has been totally rebuilt and all custom work was done by my mate Peter Crisp from Pete's Paints & Body in Ingham, Queensland. The build took 18 months to complete and quite a lot of Crown Lager and late nights. The van took out Best Van, Best Interior and Best Engine Bay in the Semi-Show class at the 40th Van Nationals in Bathurst earlier this year."

WINNER!
EAGLE ONE PACK

WINNER!
EAGLE ONE PACK

CHEZ DAY
1988 CHEVROLET CORVETTE

"HERE'S my highly modified C4 Corvette. The front left had fire damage, so I bought a WH Statesman and used as much as I could from that for the 'Vette: the LS1 motor and gearbox, all the wiring, the dash, and anything else that would work. The body is a one-off which I then cut and modified to fit the Corvette; the only original part of the body left is the roof line. The motor received new heads and manifold, the interior has been retrimmed, and the body was painted in custom red two-pack. Wheels are 17-inch aftermarket Corvette rims from the USA. All up the build took three years."

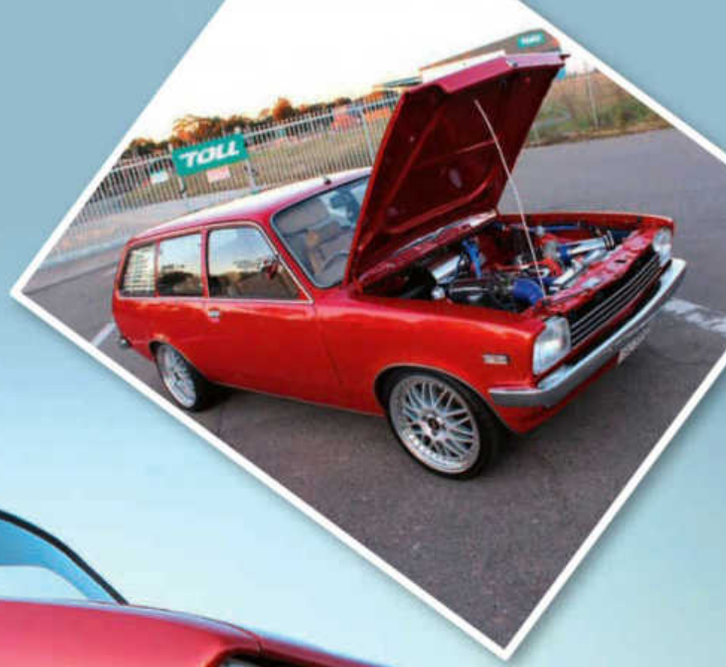


PHIL BROWN
1967 FORD FAIRLANE

"THIS is my rig, an August '67 ZA Fairlane called Dusty. We have owned it since June 2013. My brother Russell, my mate Stephen Brown and Andrew Hurst (owner of Hurstune Automotive in Smeaton Grange, NSW) all pitched in to get it up to scratch, and four months later it was all go! It's packing a mild 289 and a TCI StreetFighter trans with a 2500rpm stall, running to a Mustang eight-inch. Dusty cuts a mean figure, with a classic rake thanks to dropped suspension, and a cool set of 14x7 jellybeans to roll on!"

PAUL DINGELDEI
TD GEMINI WAGON

"THIS is my 1978 Gemini station wagon. The car was given to me as a rolling shell two years ago by a good friend of mine, Dave Sadd. The build was almost entirely done at home over a six-month period. It now runs a stroked Isuzu G180Z engine, which is a direct replacement for the original G161Z mill, with the addition of fuel injection, turbocharger and E85 fuel. It makes close to 300kW at the wheels on a run-in tune, and I plan to upgrade a few more things in the near future."



CALLIE MILNE
TD HOLDEN GEMINI

"I PURCHASED my 1979 TD Gemini in 2010 as a rusty rolling shell and built her with my dad and a friend over two and a half years. Being my first project, it was certainly a learning experience. She is running a mildly worked G200 engine with a bigger cam, extractors, Weber carby and a two-inch exhaust system. I like to keep her clean, tidy and respectable, and have engine conversion plans still to come."

JAMES ELLIS
XF FALCON PANEL VAN

"HERE is my XF van with full LTD options and a fuel-injected six-cylinder with T-bar auto. It runs on straight gas and has travelled across the Nullarbor and back to Queensland a few times, but it has never broken down. It just keeps on going."

WINNER!
EAGLE ONE PACK

CLINT HOLDEN
LX TORANA

"I PURCHASED this one-owner LX in 2007, and it took about six years to restore on a rotisserie in my shed, with help from my wife and kids and some mates. The engine is a Holden 304 VT block stroked to 355ci, built by Craig Stokes, and runs a Scat crank and H-beam rods, SRP forged pistons, a custom-grind Camtech hydraulic-roller cam, and decked and ported Yella Terra –9 heads. It's all topped off by a Pro Systems 780cfm carb on a Harrop single-plane high-rise manifold. It puts out 519hp and 468ft-lb. The black paintwork was applied by Jason at Wilky's Pro Paintz."

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SLEEPERS

STORY AIDEN TAYLOR PHOTOS RICK WELCH

JOHN DI MAURO HQ UTE

> TOOWOOMBA, QLD

JOHN Di Mauro's Holden HQ ute was locked away in a shed for 10 years and left to deteriorate. Now it's been given a new lease on life as a turbo LS-powered strip-storming sleeper that still looks like the knackered old shed-find it was when John got it.

This thing was originally a Belmont, so how basic are we talking?

It was the cheapest, nastiest HQ they sold. It didn't even have temperature gauges. No armrests, no radio, no cigarette lighter and drum brakes all 'round.

How'd you find it?

My mate Andrew found it on a farm tucked away in a shed up at Cunninghams Gap in Queensland. It had been sitting for about 10 years. It was just when people started coming up with the sleeper idea – looking like crap while smoking everything – and I was on the lookout for something I could use as a base for my own sleeper project. I went and checked this HQ out and as soon as I saw it I knew it was the one.

What was the plan?

I wanted to keep it looking exactly like it did when it came out of that shed – minus all the mouse crap. It still even has the original wheels, but the rest of the mechanical package has been completely upgraded. It has an LQ9 6.0-litre with an LS3 top end, and a homemade single-turbo set-up including steampipe manifolds and a custom-made billet 11-blade GT4204 turbocharger. A transbraked Keith Neal Powerglide and TCE converter runs to a 31-spline nine-inch rear end. I've upgraded the brakes to VR Commodore units at the front and WB Caprice gear at the back. When I race it I just change the rubber to Mickey Thompson ET 255s; otherwise it just looks like a rusty old farm ute. It's given a few guys a pretty big fright!

Did you do much of the work yourself?

I did pretty much all of it. At the start I couldn't stick two pieces of metal together to save my life, but I learnt. I did all the engine fabrication, including the manifold, exhaust, everything! I had wanted to learn how to fabricate and weld for a while, so I figured this was a good excuse to finally do it!

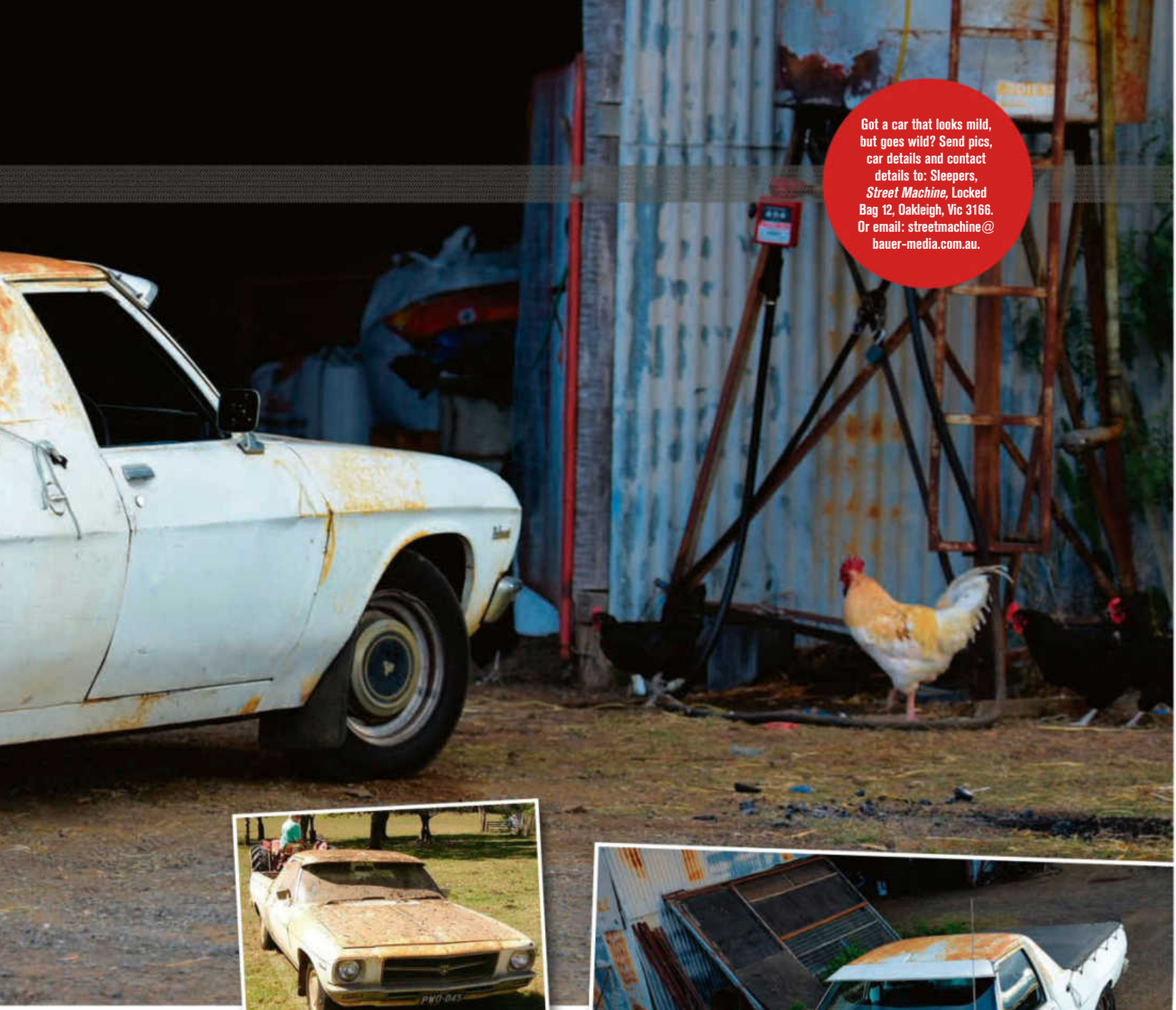
Give us some numbers!

It's made over 720hp on the dyno before, but now it's running more fuel and more boost so it produces a lot more at the crank, although transmission changes have meant it's making a little less at the treads. The best quarter it has run so far is a 10.22@114mph, and that was with me backing out of it at half-track. It's easily got a nine-second pass in it but I don't want to get kicked off the strip!

Any more plans for the car?

I'm pretty happy with it the way it is at the moment; it's heaps of fun. I've got a project LX Torana sedan in the works too. But who knows, I might end up sticking in a 'cage and a 'chute so I can run nines – or maybe eights if I can get quick enough!

Got a car that looks mild, but goes wild? Send pics, car details and contact details to: Sleepers, *Street Machine*, Locked Bag 12, Oakleigh, Vic 3166. Or email: streetmachine@bauer-media.com.au.



ITS BEST QUARTER SO FAR IS 10.22@114MPH, BUT IT'S EASILY GOT A NINE-SECOND PASS IN IT

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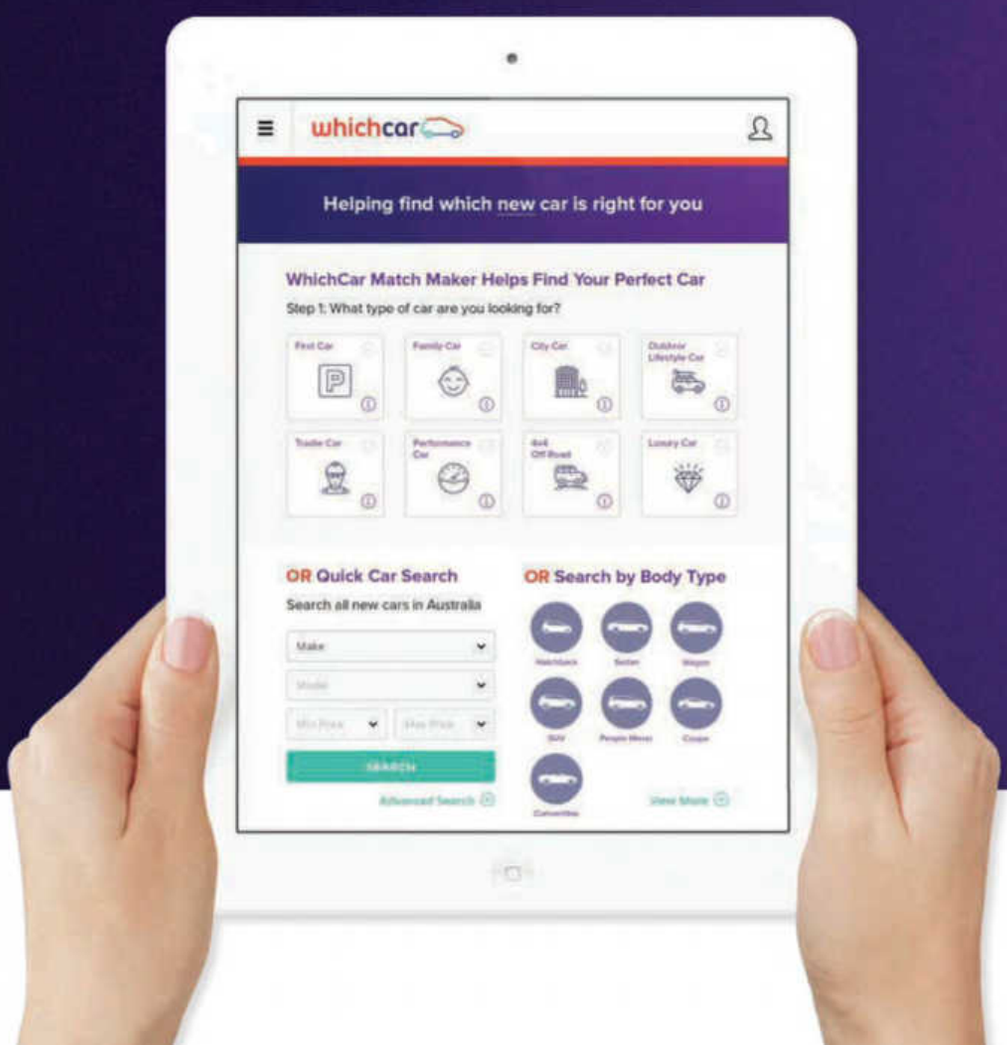

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LOL

Send your favourite funnies to: LOL, *Street Machine,* Locked Bag 12, Oakleigh, Vic 3166 or email them to: streetmachine@bauer-media.com.au.

> FUNNY FOTO

Last night on *Dancing With The Tsars*:
Peter and Catherine were great, but Ivan was terrible.

> GAG OF THE MONTH

LAWLESS

A COUPLE are driving to a church to get married, but on the way, they get into a car accident and die. When they arrive in heaven, they see St Peter at the gate. They ask him if he could arrange it so they could marry in heaven. St Peter tells them he'll do his best.

Three months pass by and the couple hear nothing. They bump into St Peter and ask him about the marriage. He says: "I'm still working on it."

Two years pass by and no marriage. St Peter again assures them that he's still working on it.

Finally, after 20 long years, St Peter comes running up to the couple with a priest in tow, and tells them it's time for their wedding.

So the couple marry and live happily for a while, but eventually they go and find St Peter and tell him things are not working out, and they now want to get a divorce.

"Can you arrange it for us?" they ask.

"Are you kidding?" St Peter replies. "It took me 20 years to find a priest up here – how long do you think it's gonna take to find you a lawyer?"

Pearl Egaits, email

TOUGH TEST

IN THE Amazon rainforest, three explorers were walking: an Irishman, an Englishman and an American. Eventually they came across a tribe, and the leader of the tribe told them that if they wanted to pass through this territory, they had to pass the Three Caves test. The explorers agreed and asked what the Three Caves test was.

The leader of the tribe took them to the caves, where he said: "Inside the first, there are three bottles of rum, each 100 years old and said to be toxic. You have to drink one each. In the second is a lion with a thorn in his foot. You must remove the thorn. In the third is a woman who has never been satisfied, and she must be satisfied."

The three men were hesitant, but couldn't back out, so the American went into the first cave, drank the bottle, and died soon afterward. The Englishman was second. He went into the first cave, drank the bottle, then went into the second cave. There was a lot of commotion and roaring. No one emerged from the cave.

Lastly, the Irishman went into the first cave and drank the bottle. He went into the second cave. At first, there was a lot of commotion, but then there was a soft purring sound. Finally he entered the third cave. Two minutes later, he came out puzzled and asked: "Hey, where's the thorn in the woman's foot?"

Con Tentedlyan, email

DO IT YOURSELF?

AMY, a city girl, marries a farmer. One morning, before he goes out to the fields, the farmer says to her: "The artificial insemination man is coming to impregnate one of our cows today. I drove a big nail into the two-by-four over the cow's stall. You show him where it is."

So the farmer leaves, and a while later, the artificial insemination man arrives. Amy takes him down the rows of cows until she sees the nail.

"This is the one, right here," she says.

"How do you know?"

"By the nail over its stall," Amy says.

The man asks: "What's the nail for?"

Amy replies: "I guess it's for you to hang your pants on."

Bo Vine, email

REAL ACHIEVEMENT

A BARTENDER is sitting behind the bar on a typical day, when the door bursts open and in come four exuberant blondes. They come up to the bar, order five bottles of champagne and 10 glasses, and sit down at a large table.

The corks are popped, the glasses are filled and they begin toasting and chanting: "51 days, 51 days, 51 days!" Soon, three more blondes arrive, take up their drinks and the chanting grows. "51 days, 51 days, 51 days!" Two more blondes show up and soon their voices are joined in raising the roof. "51 days, 51 days, 51 days!"

Finally, the 10th blonde comes in with a picture under her arm. She walks over to the table, sets the picture in the middle and the blondes erupt. They all jump up and begin dancing around the table, exchanging high-fives, all the while chanting: "51 days, 51 days, 51 days!"

The bartender can't contain his curiosity any longer, so he walks over to the table. There in the centre is a beautifully framed children's jigsaw puzzle. When the frenzy dies down a little bit, he asks one of the blondes: "So what's all the chanting and celebration about?"

The blonde who brought in the picture explains: "Well, everyone thinks that blondes are dumb, and they make fun of us. So, we decided to set the record straight. Ten of us got together, bought that puzzle and put it together.

"The side of the box said '3 to 5 years', but we put it together in 51 days!"

Veriwell Dunn, email

DECISIONS, DECISIONS

AN EXECUTIVE was in a quandary: To cut costs, he had to fire one of his staff. He narrowed it down to one of two people: Debra or Jack. It would be a hard decision to make, as they were both equally qualified and both did excellent work.

He finally decided that in the morning whichever one used the water cooler first would have to go.

Debra came in the next morning, hugely hungover after partying all night. She went to the cooler to get some water to take an aspirin and the executive approached her and said: "Debra, I've never done this before, but I have to lay you or Jack off."

Debra replied: "Could you jack off, then? I have a terrible headache."

Dean ide, email

HIRED HELP

A YOUNG executive was leaving the office at 6pm when he found the CEO standing in front of a shredder with a piece of paper in hand.

"Listen," the CEO said, "this is important, and my secretary has left. Can you make this thing work?"

"Certainly," the young executive replied. He turned the machine on, inserted the paper, and pressed the start button.

"Excellent!" said the CEO as his paper disappeared inside the machine. "I just need one copy."

Sunil Beesact, email

> THOUGHT OF THE MONTH

People who think they know everything are a great annoyance to those of us who do – Isaac Asimov

HEALTHY APPETITE

AT THE plane crash site, one lone survivor sat with his back against a tree, chewing on a bone. As he tossed the bone onto a huge pile of other bones, he noticed a rescue team arriving. "Thank heavens!" he cried. "I am saved!"

The rescue team saw the pile of human bones beside this lone survivor and were shocked – obviously he had eaten his comrades. The survivor saw their horror and hung his head in shame. "You can't judge me for this," he insisted. "I had to survive. Is it so wrong to want to live?"

The leader of the rescue team stepped forward, shaking his head in disbelief. "I won't judge you for doing what was necessary to survive, but good heavens, man, your plane only went down yesterday!"

Arbitt Pekische, email

OPEN SEASON

A TRUCK driver is hauling a load of computers. After a long day's driving, he pulls into a small town in the Silicon Valley to stop for the night. He decides he wants a beer, and heads to the bar, but as he approaches he sees a big sign on the door reading: Nerds Not Allowed – Enter at Your Own Risk.

Thinking nothing of it, he enters the bar and sits down. The bartender comes over, eyeing him suspiciously, and starts sniffing him. "You smell kinda nerdy," he tells the truck driver. "What's your business?"

The truck driver tells the barkeep his occupation and says the smell is just from the computers he's hauling. The bartender says: "Okay, I guess truck drivers aren't nerds." He serves the man a beer.

Just then, a skinny guy walks in with tape around his glasses, a pocket protector with 12 kinds of pens and pencils, and a belt at least 30cm too long. The bartender, without saying a word, pulls out a shotgun and blows the guy away.

"What the hell did you do that for?" the truck driver asks.

"Don't worry," the bartender replies, "it's just that nerds have overpopulated the Silicon Valley, and now they are in season. You don't even need a licence."

So the truck driver finishes his beer, gets back in his truck, and heads back out onto the freeway. Suddenly, he veers to avoid an accident, and the load shifts. The back door breaks open and computers spill out all over the freeway. He jumps out and sees a crowd already forming, grabbing up the computers. They are all engineers, accountants, and programmers wearing the nerdiest clothes he has ever seen. He can't let them steal his whole load. Remembering what had happened in the bar, he pulls out his gun and starts blasting away, felling several of them instantly.

A police car comes zooming up and the officer jumps out of the car screaming at him to stop.

The truck driver says: "What's wrong? I thought nerds were in season."

"Sure," the cop replies, "but you can't bait 'em."

Gaines Thalaw, email

MISHEARD

BOB goes to see his friend Pete. He finds Pete in his barn dancing naked around his John Deere.

"What on earth are you doing?" Bob asks.

Pete stops dancing and says: "My wife has been ignoring me lately, so I talked to my psychiatrist. He said I needed to do something sexy to a tractor."

May Juswerck, email

A SAW POINT

A BLOND fellow needs to cut down some trees in his backyard, so he goes to a hardware shop and asks about chainsaws.

The dealer tells him: "Look, I have a lot of models, but why don't you save yourself a lot of time and aggravation and get the top-of-the-line model. This chainsaw will cut a hundred trees for you in one day."

So, the man takes the chainsaw home and begins working on the trees. But after working for several hours, he's only cut down one tree. He thinks there is something wrong with the chainsaw. "How can I cut for hours and only fell one tree?" the man asks himself. "I will begin first thing in the morning and cut all day."

The next morning the man gets up at 4am and cuts until nightfall, and still he only manages to cut down three trees.

Now the man is convinced this is a bad saw. The next day he brings the saw back to the dealer and explains the problem. The dealer, baffled by the man's claim, removes the chainsaw from the case. "Hmm, it looks fine," he says. Then he starts chainsaw, to which the blond man responds: "What's that noise?

Lunn Khedd, email

IN THE DRINK

A PROFESSOR of chemistry wanted to teach his fifth grade class a lesson about the evils of liquor, so he produced an experiment involving a glass of water, a glass of whisky and two worms.

"Now, class, observe," the professor said as he placed a worm into the glass of water. The worm writhed about, happy as a worm in water can be.

He then placed the second worm into the whisky. It quickly sank to the bottom, dead as a doornail.

"Now, what lesson can we derive from this experiment?" the professor asked.

Little Johnny raised his hand and responded: "Drink whisky and you won't get worms."

Al Keyhole, email

TEXTBOOK HOLD-UP

A BANK robber pulls out a gun, points it at the teller and says: "Give me all the money or you're geography!" The puzzled teller asks: "Don't you mean 'you're history'?" The robber replies: "Don't change the subject!"

Prez Icecrooke, email

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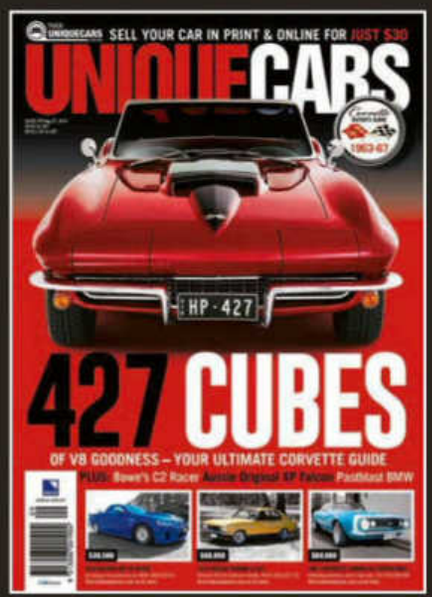

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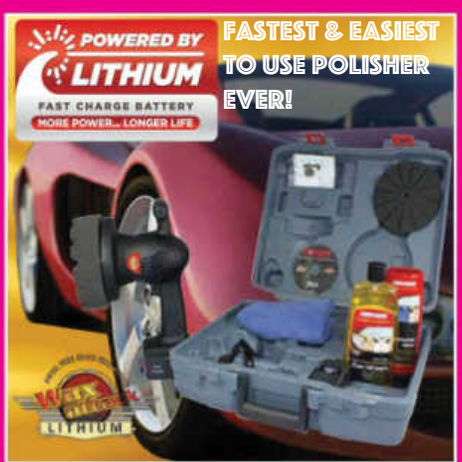

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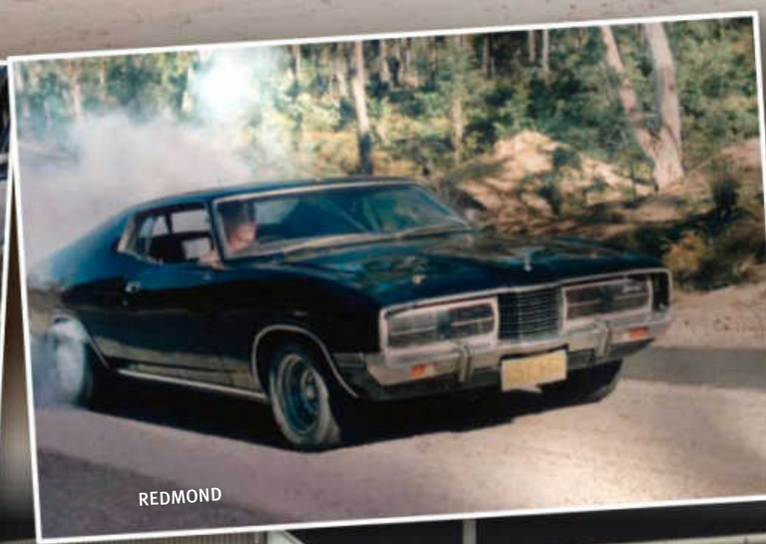

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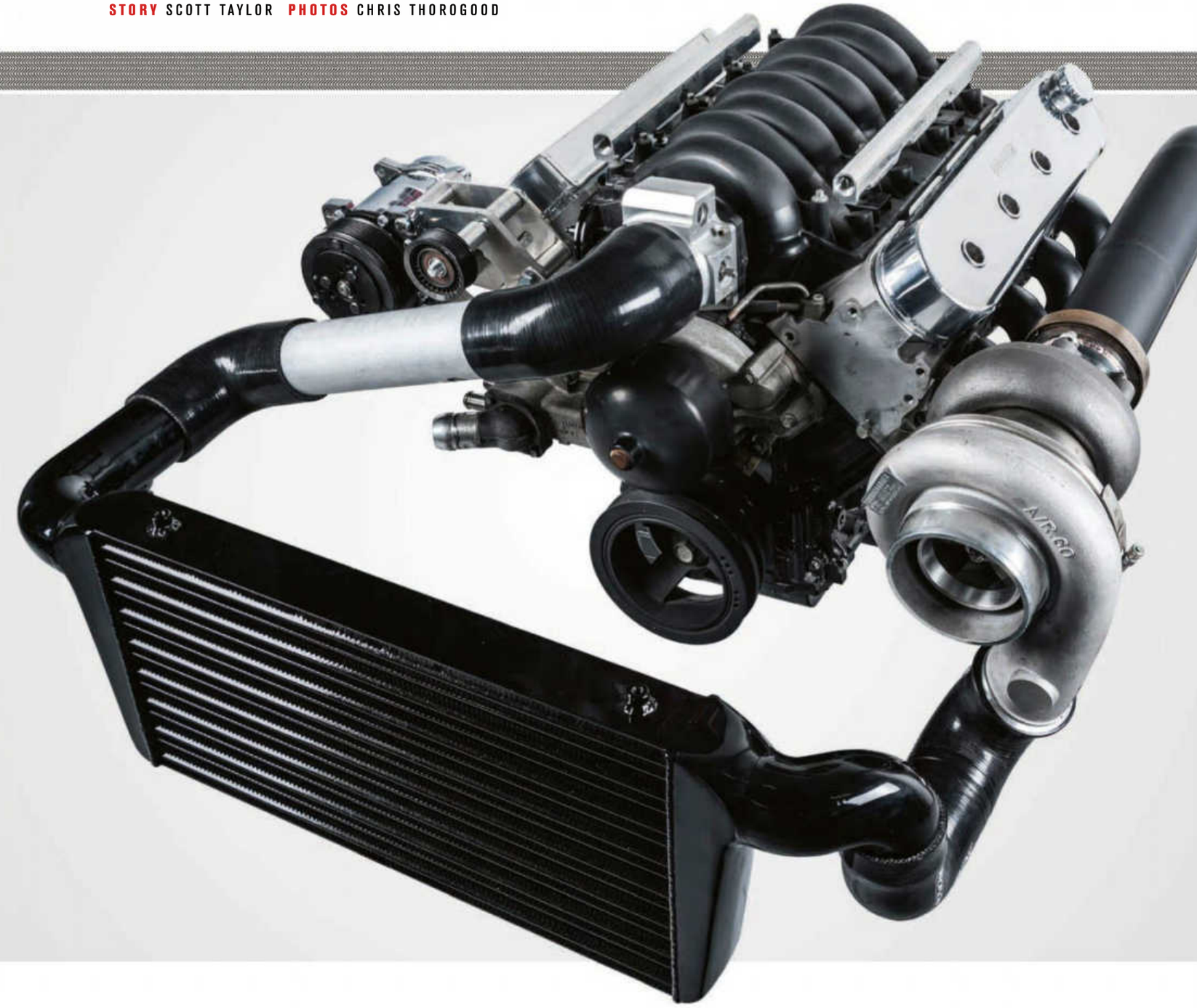


CHEVROLET SIX-LITRE LS TURBO

> MARK THOMSON, GEELONG, VIC

MARK Thomson didn't need much convincing to make the leap from single-carby small-block to a turbocharged, intercooled and injected six-litre LS-engine for his HG Premier.

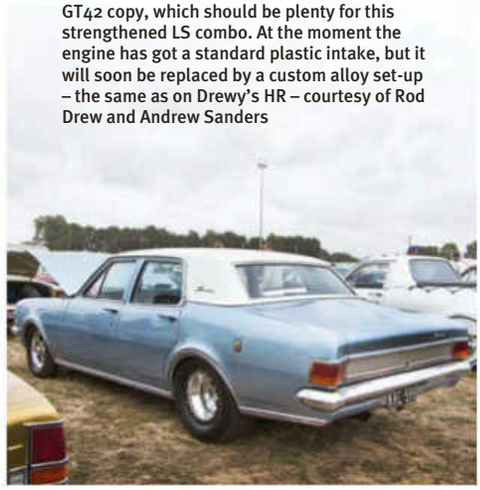
"The car has only been on the road for about 18 months," Mark says, "but I got so sick of the fuel economy with the old 400ci small-block set-up, while these LS engines seem to make plenty of power as well as being reliable and economical. Mark Drew is a good mate of mine and when I saw what Raelene's HR was doing, I thought to myself, I want a bit of that!"

Being a cabinet maker and TAFE instructor, Mark isn't as confident with the spanner-twirling as others, so he tapped Mark Drew on the shoulder for this engine build. The bottom end is a standard-stroke six-litre with a stock crank, but they've added Mahle pistons and PEP rods to handle some boost. There's a hydraulic-roller Camtech bumpstick measuring up at 218/227@0.050in, and Drewy has added aftermarket valve springs to the otherwise standard heads.

They're planning to run up to 14psi boost on premium unleaded. That should be good enough for 650hp at the tyres – plenty for some cruising around Geelong and the surrounding suburbs.

"We will probably take it out to the track to see what it does," Mark says. "But we'll keep it column shift and bench seat so I can take my wife and boys out cruising."

SIMPLY THE BOOST: The turbo is just an eBay GT42 copy, which should be plenty for this strengthened LS combo. At the moment the engine has got a standard plastic intake, but it will soon be replaced by a custom alloy set-up – the same as on Drewy's HR – courtesy of Rod Drew and Andrew Sanders



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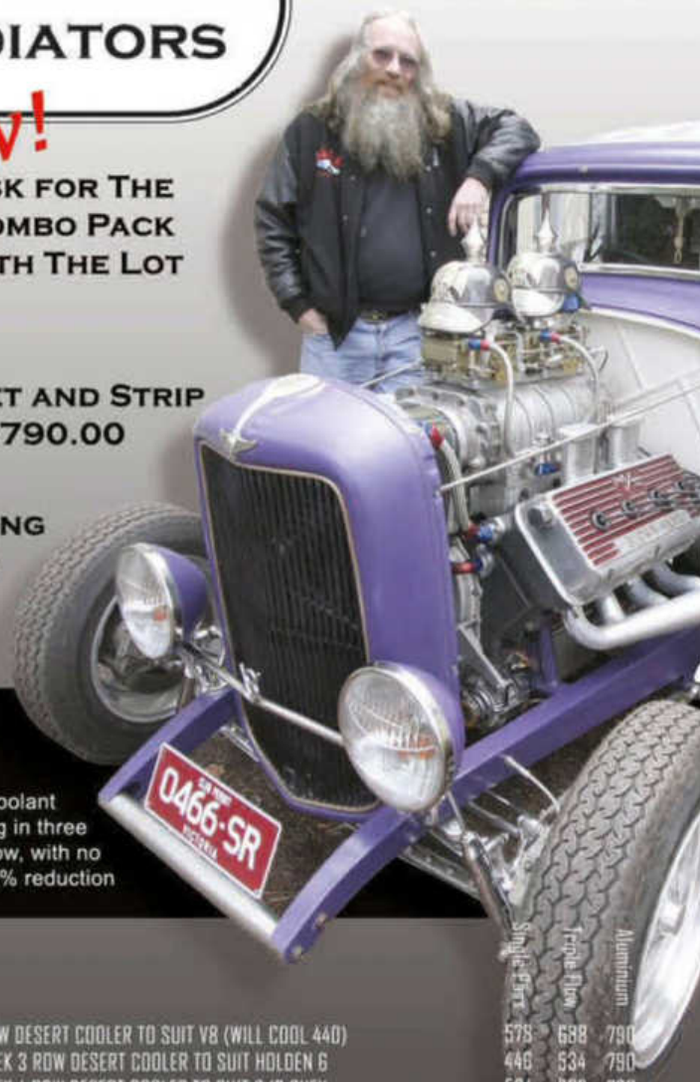

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